OF TOGO

RAILROAD

APRIL, 1963 MAGAZINE | 50c

THE MISSISSIPPIAN, LARGEST ALL-STEAM ROAD IN THE SOUTH — BY TOM LAWSON

Union Pacific has built and is testing world's first direct-fired coalburning gas turbine-electric locomotive

"OWN a Business" Coupon

Duraclean Co., 3-703 Duraclean Bldg., Deerfield, Ill.

Without obligation, write me how I may enjoy a steady, growing, life income in my **OWN** business. Enclose full details.

Name_____

Address_____

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Are You The Man?

If you have longed for the prestige and financial independence of YOUR OWN business, you can now realize this goal . . . if you can qualify for a Duraclean dealership. We are now enlarging this world-wide organization of independently-owned service dealerships.

You must be reliable, honest, diligent, and able to make a small investment in a business we assist you in establishing. It's a profession we personally and quickly teach you. If needed, we will help finance you.

This is a sound, lifetime business that grows from **repeat orders** and customer **recommendations.** Alert dealers using National Price Guide can gross an hourly profit of $9 on own service plus $6 on EACH service-man.

To assure your success, a Duraclean dealer will reveal his successful plan of building customers. He will work with you. This business is easy to learn . . . quickly established.

You are Trained to Expertly Revive, Clean & Protect Home Furnishings

We Help Build YOUR Business . . . No Shop Needed

Duraclean dealers are specialists in home furnishings maintenance. Homes, hotels, institutions and offices may rely upon them to periodically check carpets, rugs, upholstery and draperies, to keep them attractive, sanitary, and to prolong their life. Insurance adjusters and department stores call upon them to help solve customer problems.

You have the prestige, independence and financial security of YOUR OWN business. You have the opportunity to steadily increase the income for your family year after year without waiting for a raise.

You'll have a close relationship with our staff and with other dealers. We see our dealers often at regional meetings, training schools and conventions. We all work together - exchange ideas and swap experiences.

We are vitally interested in your success. We show you effective ways to bring customers to you. We provide a sales-producing kit, tested sales materials and a complete mailing program to help close sales. Magazine ads explain the superior merits of YOUR modern services and develop customer confidence in YOUR business.

You will have pre-tested newspaper and yellow-page ads with cuts and mats, store display cards, radio and TV commercials, folders and sales materials. Your services are backed by Parents' Magazine Seal, the Use-Tested approval of McCall's and recommendations of textile manufacturers.

You not only have the opportunity to quickly increase your income . . . the growing value of your dealership is at the same time increasing your net worth. Jerry Humbird (Wash.) operated his dealership 4 months and sold for $1,325 above his cost. Jack Braniff (W. Va.) started 3 dealerships and sold each at a substantial profit, G. F. Monroe, after 12 months, sold his Texas dealership for 10 times his cost. Leo Lubel (Tex.) after 30 months sold for $8,308 above his cost.

If, because of illness, moving or for any reason you should want to sell your dealership, we maintain a resale service.

We prefer that you have no cleaning experience so you don't have to "unlearn" old scrubbing methods. We and an experienced dealer will show you everything you need to know to succeed and build your dealership.

A few hundred dollars establishes your own business . . . pay balance from sales. We furnish electric machines, sales aids, and **enough materials to return your TOTAL investment.** This may be the opportunity in your life you should not miss.

Just mail the convenient coupon today. There is no time like the present to **find out** whether this is the business that will increase your income and secure your future. We'll send you all the facts with **no obligation** whatever.

Then, if you decide you would like to become a Duraclean dealer, you can mail your application and if you qualify for acceptance, we'll have you actively operating in a few days.

Even if employed,

you can operate in spare time and build a permanent, profitable, full-time business.

Absorption Process Now Revolutionizes Cleaning Methods

Duraclean's growth to a worldwide service resulted from the **safer,** quick-drying ABSORPTION process rendered in-the-home by courteous, trained craftsmen.

Customers deeply appreciate seeing their upholstery and floor coverings cleaned with a **new consideration for life and beauty.** No more harsh scrubbing, soaking, harmful solvents or strong soaps. Instead of scrubbing soil down into upholstery or rug pile, this improved process REMOVES it.

Duraclean doesn't merely clean . . . it restores natural lubrication to animal fibers. Colors revive. The reenlivened rug and carpet pile again stands erect and even.

An aerated foam created by the electric Foamovator vanishes dirt, grease and many unsightly spots . . without scrubbing.

Customers tell friends how Duraclean has eliminated the customary soaking and breaking of fibers from harsh machine scrubbing . . . how the mild quick-acting foam, lightly applied, provides protection from the color-run and roughened fabric they have previously experienced . . how fabrics look fresher, brighter and cleaner . . . how convenient it is to have furnishings back in use in a few hours.

They appreciate the courteous, personalized service of Duraclean craftsmen. Such service is NEWS . . . and it spreads to friends and neighbors. Customers become your best salesmen.

You Have 6 Services

DURASHIELD, applied to new or freshly cleaned fabric, retards soil and stains . . . retains the fresh, new look MONTHS longer.

DURAPROOF kills moths and carpet beetles. It makes upholstery, carpeting, blankets, piano felts and clothing repellant to both. 6-YEAR WARRANTY. The U. S. Government says, "Moths are present in practically every household."

DURAGUARD flameproofs fabrics and home furnishings. Prevents fires starting from cigarettes, candles, etc. and reduces fire damage in homes, theaters, hotels, clubs.

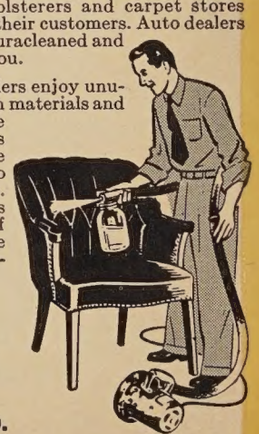
SPOTCRAFT products, equipment and methods safely remove most stubborn spots and stains.

TUFTCRAFT enables you to repair cigarette burns, moth damage . . . in many cases to save the carpet.

Customers Waiting

Almost every building houses a customer. Furniture stores, department stores, interior decorators, upholsterers and carpet stores secure jobs from their customers. Auto dealers have used cars Duracleaned and take orders for you.

Duraclean dealers enjoy unusual profit on both materials and labor. Some have shops or offices . . . others operate from home with no overhead expense. Our laboratory is at your service if you should have an unusual cleaning problem.



Duraclean Co.

3-703 Duraclean Bldg., Deerfield, Ill.

No Shop Needed

What Dealers Say

L. K. Falls: "I cleaned 1900 sq. ft. of carpet in one day in Masonic Hall and made $135."

L. Broersma "Have now completed 5 years with Duraclean. We have never had one complaint."

George Byers: "For State University my total billing was $2,416. Total expenses $814."

Ed Kramsky. "In 2 years, I now have two assistants, a nice home and real security for my family."

Leon H. Babbitt: "I average about $400 monthly part time. I'm starting full time."

Russel C. Blue: "Customer called a prominent competitor. They said they could not clean her badly soiled furniture to contact me because 'if anyone could get it clean, I could'."

John Jaffe: "There's a huge demand for good carpet and upholstery cleaning. If you tell enough people about Duraclean you have to make good."

W. C. Smith: "Earned $650 one week. Our volume keeps getting bigger all the time."

Gerald Weirhrauch: "Three persons called me . . . saw Duraclean advertised in magazines."

Earl Davis: "Our sales increased $17,660.00 this year."

A service man for Dealer C. Weed: "The furniture was filthy black. When through, I was amazed at how clean it looked."

V. Nebendahl: "I've closed every sale where I used the new slide projector to date."

N. Josserand: "Have made as high as $200 in one day. Largest earnings for a single week . . . $750."

Free Booklet Send for it NOW!

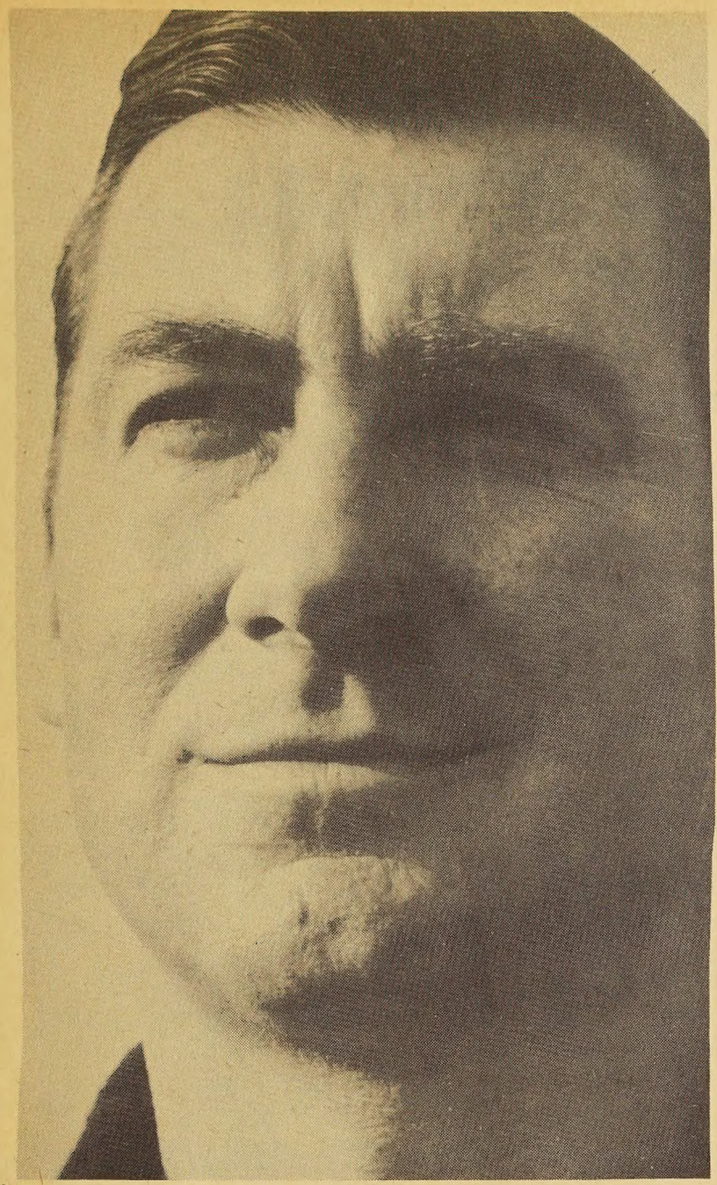
Our first letter and 36 page illustrated booklet will explain everything . . . these modern urgently needed services, the waiting market, how business grows, your large profits, easy terms and territory. Then you can decide whether you'd like to **own** the Duraclean dealership in your community. But send above Coupon TODAY while territory is open.

What Manufacturers Say

". . . (Duraclean) standards in keeping with service to which . . . carpets and consumer are entitled." —*Avisco (American Viscose Corp.)*

". . . superior to any on-location process with which I'm familiar." —*President, Modern Tufting Co.*

". . . we approve this process . . . in keeping with better service to Mrs. Housewife." —*Aldon Rug Mills*



IT TAKES A REAL MAN TO WIN AN I.C.S. DIPLOMA!

Here's training for the man who can take it "straight"—without the fancy trimmings.

With I.C.S., your "classroom" is your home. Your "laboratory" or "shop" is the place you work. Every minute you spend is productive—no commuting, no long-winded discussion groups, no waiting for slower students to catch up.

You gauge your progress not by marks and grades alone but by pay boosts and promotions. And these are likely to come fast.

This is the most demanding kind of training. You select your own subjects, set your own pace, apply what you learn to your own specific needs—all while holding down a full-time job and possibly supporting a family.

Is it any wonder that men who can win I.C.S. diplomas often turn out to be leaders in their fields? I.C.S. has more of its former students now in supervisory and management positions than any other school.

It takes a real man to win an I.C.S. diploma. And the first step is mailing the coupon. Such a simple act sounds easy. Actually, it's the one thing that separates the "planners" from the "plodders." If you're the man we think you are, you'll mail the coupon NOW.

Clip coupon here—and take your first big step to real success! **I.C.S., Scranton 15, Penna.**

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INTERNATIONAL CORRESPONDENCE SCHOOLS

Box K1725B, Scranton 15, Penna. (In Hawaii: P. O. Box 418, Honolulu. In Canada: I. C. S. Canadian, Ltd., Montreal.)

Without cost or obligation, rush me FREE Success Kit, with 3 valuable booklets: (1) How to Succeed; (2) opportunity booklet about the field I've checked below; (3) Sample I. C. S. Lesson.

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MISCELLANEOUS
- ☐ Railroad
- ☐ Textile
- ☐ Other (please specify) _____

Name _____ Age _____ Sex _____

Home Address _____

City _____ Zone _____ State _____

Occupation _____

Employed by _____ Working Hours _____ **Special low rates to members of U. S. Armed Forces!**

RAILROAD MAGAZINE

THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

VOL. 74, NO. 3 APRIL, 1963 50 CENTS

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Information Booth

STEVE MAGUIRE
Transit Topics

ILLUSTRATED FEATURES

Longest Steam Road in South — Thomas Lawson, Jr. — 14
Tomorrow: Trains With Brains? — Peter Josserand — 19
Roster of the Long Island — Sy Reich — 25
38 Tons of Gold on One Train — Roll Morton — 28
Interesting Railfans: Wilbur T. Golson — 34
Not Listed in *The Official Guide* — Elliott Kahn — 38
CV: Ogdensburg & Lake Champlain — Elwin K. Heath — 58

FICTION

The Shoo-Fly — Frank J. Taylor — 52

SHORT HAULS

Peeled Paint — Oliver Towne — 13
Along the Iron Pike *(pictorial)* — Joe Easley — 30
Union Pacific's New Type Coalburner — 57
New Railroad Recordings — Howard Shottenfeld — 62

DEPARTMENTS

The Mail Car — 6
Transit Topics — 31
Information Booth — 36
Books of the Rails — 49
Railroad Hobby Club — 60
The Switch List — 62

These three Southern belles, all from railroad families, are competing for the title *Miss Passenger Train, 1963*. (Left to right) Miss Anita Campbell, Miss Frankie Lee Coy, and Miss Sandra Aileen Landry. Which girl will you vote for? Details on page 8.

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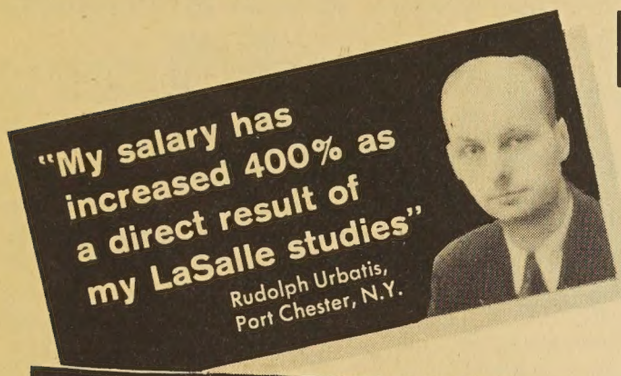
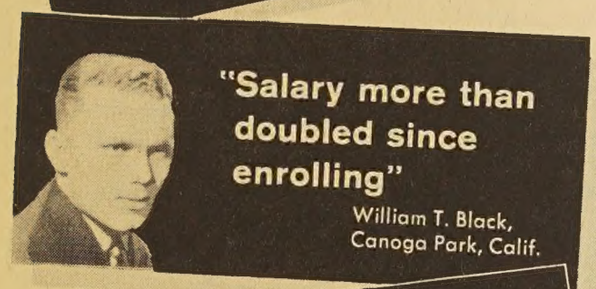
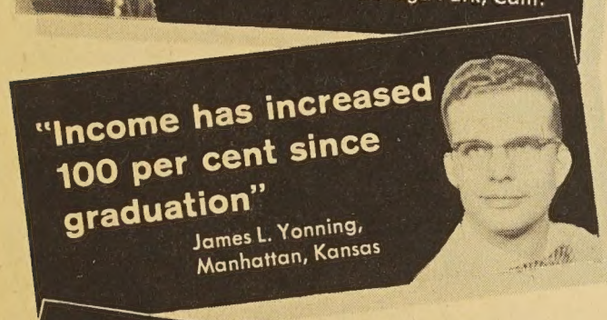
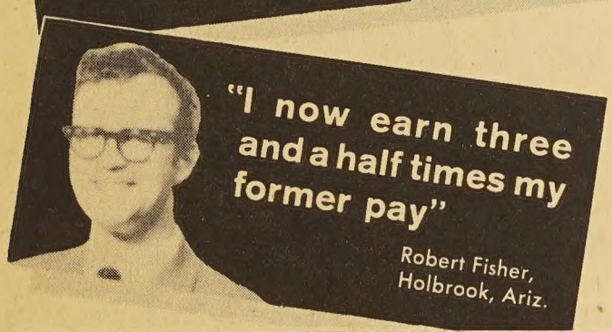
WHO ELSE WANTS A BIG RAISE IN PAY?









Stuck in a rut? Tired of your dead-end job? Here's proof you can step up to a high-salary position with prestige and security through LaSalle spare-time training.

JUST LOOK at these enthusiastic letters. Have you ever seen anything like them? They are just a few of many hundreds of similar statements in letters that come from LaSalle students week after week, month after month, year after year.

LaSalle students have one ambition in common—to get out of the ranks of the untrained and earn big money, prestige and security in a key job. Isn't that your goal too?

Without interfering with your present work—and by devoting only a little of your spare time—you too can qualify rapidly for a profitable career of your choice through LaSalle home study. The cost is surprisingly low.

LaSalle has been an acknowledged leader in home education for more than half a century. It has provided training in business, high school and technical subjects to more than 1,000,000 ambitious men and women. Its distinguished faculty includes some of the country's most outstanding authorities. That is why your LaSalle diploma is a credential recognized and respected everywhere.

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- ☐ Secretarial
- ☐ Accounting
- ☐ Bookkeeping

Name.....Age.....

Address.....County.....

City & Zone.....State.....

321

MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

AN OVERSEAS EDITOR looks at *Railroad Magazine.* These frank and much appreciated comments come from John B. Howes, editor of *British Railways Magazine,* London Midland:

QUALITY OF WRITING. The editorially-produced items are grammatically sound and a credit to Railroad Magazine. It is refreshing for a Britisher not to see a slipshod apology for the English language in many U.S. magazines. However, a number of your freelance contributors seem unfamiliar with the correct use of English.

CONTENTS. In general, your features look too much to the past and not enough to the present and future. A publication about railways has the power either to stimulate enthusiasm for the prosperity of the industry or to create an image that railways are really museum relics and that the most exciting things happened 50 years ago. "Mail Car" and "Transit Topics" are lively and bright.

ILLUSTRATIONS. Many of your photos tend to be static. The introduction of human interest (i.e., someone doing something in the pictures) would brighten the overall impression. I like "Along the Iron Pike" and feel that the magazine would benefit by the introduction of a little more artwork, even if at the expense of a few of the locomotive photographs. More maps, too, would help.

HEADLINES. While they may have been carefully thought out, many tend to be overshadowed by the sheer weight of advertising copy on the facing pages. A 24-point editorial headline ranged against a 96-point screaming advertisement is fighting a losing battle, however good the story.

COVER PICTURES. Excellent subjects, although too much dirty smoke on some of the locomotive photographs, betraying poor firemanship on the footplate. (This also appears in a number of inside photos.) Color reproduction is first class.

LAYOUTS. There is room for improvement in the way that pictures are positioned on the pages. Better balance would give the layouts more appeal to the eye. It may not be possible to do exactly what is needed, due to the advertising agents' call upon page space, but you could at least show more appreciation of white space. There is a tendency to crowd your material. But cropping of pictures is done well to get the best value from them. In the main, photos are "bled" with distinction.

"Bleed" photos are those which run to the edge of the page. If, as Mr. Howes suggests, our pages seem to be crowded, it is because we aim to give our readers the utmost for their money. And black smoke is not always due to "poor firemanship." Many North American photographers believe it makes a locomotive picture more dramatic. Engine crews, especially on fantrips and shortlines, often cater to this belief.

It's an old British custom for stationmasters to wear top hats. So when Steve Kelley, stationmaster at New York's Grand Central Terminal, visited London recently without a topper, Jack Handley, stationmaster at St. Pancras (left), gave one to him with appropriate ceremony.
British Railways, London Midland Region

Another reader who believes we need more modern features is Raymond Gough, 195 Clinton Ave., Jersey City, N. J. "Most of your articles have little or no depth," he adds. "They simply tell what happened, leaving out the *why* and *where.*"

This criticism applies to nearly all magazines, everywhere, not merely *Railroad.* Too many writers are superficial. As for the *Mail Car,* he says: "It is filled with trivial comments, personal experiences, and descriptions of people I don't find interesting. Only an occasional item in that section stops me. But I enjoy your other departments, also rosters and photos." ●

HER brightest memory was being crowned "Miss Clinchfield Railroad" at the employees' 1962 picnic. Sondra Griffith is a conductor's daughter. "Daddy went braking when I was an infant," she says. "One time he quit the road and returned to work on his father's farm in North Carolina. That job lasted only three months. The wail of steam locomotive whistles called him back to the Clinchfield and he has been in train service ever since. Daddy was in two wrecks but his only injury was a bruised thumb when his caboose overturned."

Sondra Griffith

Sondra is hazel-eyed, age 21, employed by a chemical company, and living with her family and a Boston bull terrier named Stymie at 230 Mohawk Drive, Erwin, Tenn. She does not smoke. "I think girls show more poise and grace by not smoking," she says. Another pet peeve is bubble gum. ●

A FORMER express messenger on the *Commercial Traveler*—a fast overnight train of the old Toledo, St. Louis & Western (now Nickel Plate)—remembers its high-drivered engines and the mellow sweetness of their whistles as they rolled through central Indiana and Illinois.

One night in 1919 on his first trip with the *Traveler,* Darrell A. Kesling (now retired and living in Toledo, Ohio) expressed concern over gaging the exact moment to toss a huge bundle of newspapers out the open door of the fast-moving express car in Brocton, Illinois. Ordinarily the hogger merely whistled for a crossing and blasted through the darkened hamlet with his throttle wide open.

"Oh, I'll fix that for you," the conductor said. "I'll tell him to pull one long whistle blast when we get near the depot and the second blast as we pass it."

The hogger cooperated. His whistle wailed as the little Brocton station loomed up ahead in the starlit darkness. Kesling gave the newspapers a hefty shove. The bundle hit the brick sidewalk. It bounced up through the telegraph window, he learned later, breaking the glass and sweeping the desk clear of telegraph instruments. This racket awoke the off-duty agent from his sleep upstairs. He sure had plenty of reading matter. ●

IS ANYONE profiting by the Rutland Railway's collapse? Yes, says *The Engineman's Press,* pointing out that the road's president, W. I. Ginsburg, and "his group of financial speculators" control a big block of Rutland stock. This stock, bought in 1959 at a very low price, rose to $90 a share. The newspaper goes on:

"Ginsburg expects the road would bring nearly $6 million if sold for salvage. He has other deals lined up which would bring in sufficient cash to retire all preferred stock at $120 per share—or $30 per share above the going price. Common stock owners would get $30 to $35 per share on the going price of $25 per share.

"But here is the big killing. The Rutland has a tax loss carry-over of another $16 million which Ginsburg says he intends to take advantage of by possibly transforming the railroad into a holding company to buy other businesses. This would allow tax-free operation of the holding company's properties until the Rutland's $16 million tax loss carryover was exhausted.

"So far the ICC sees nothing wrong in these corporate raiders looting a company at the expense of jobs and the overall economy of a large area. If Gins-

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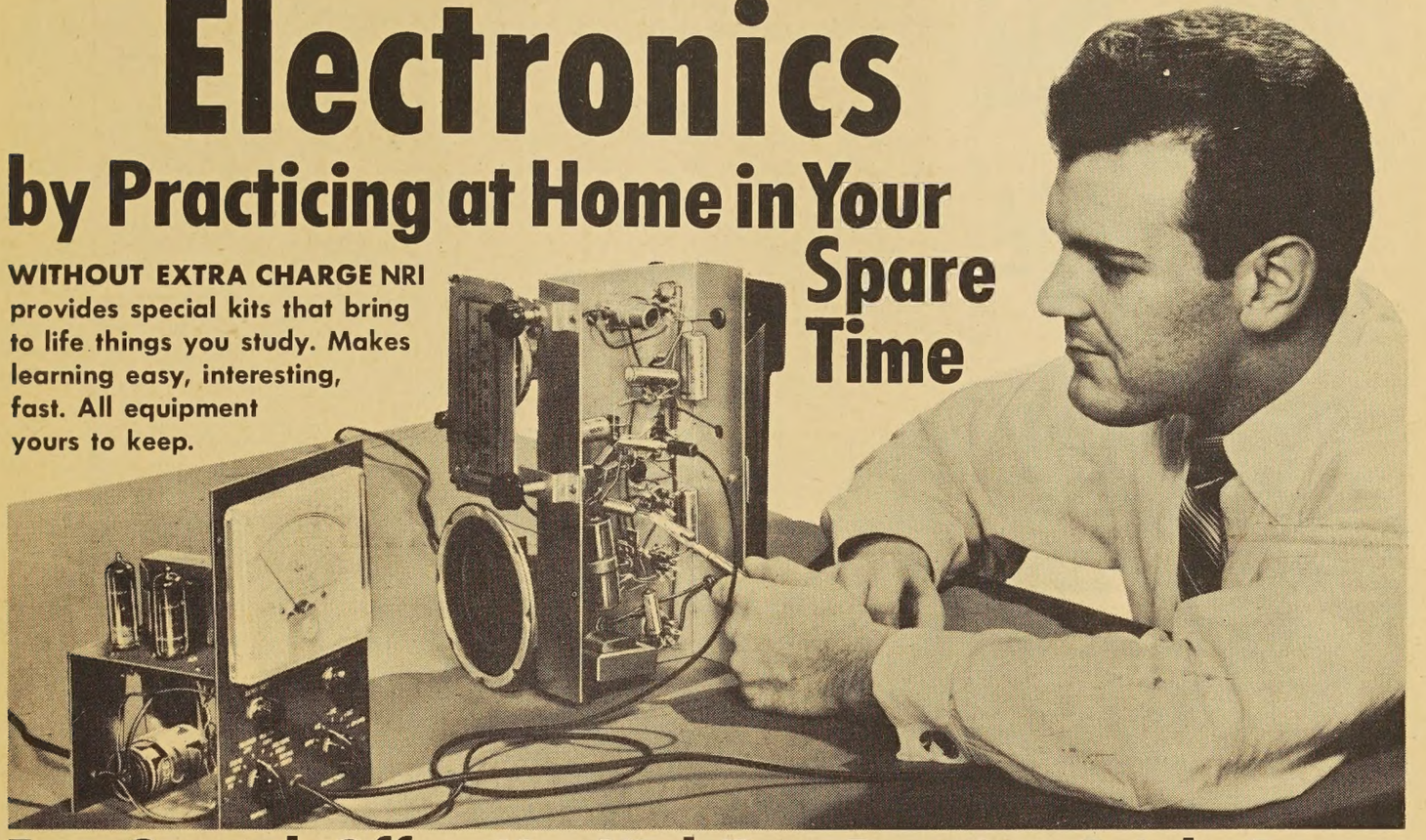

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burg and his group of speculators are not stopped, a 'public service' railroad and its employes will go down the drain so that a few rich stock gamblers can get richer." ●

AS a result of protests by rail labor leaders, the editors of *Winston Dictionary,* used by Canadian school children, have agreed to modify their definition of *featherbedding* in a near-future edition if school officials so desire. The word is now defined as a make-work practice, citing diesel locomotive firemen as an example.

According to *Railway Age,* the removal of a third man from yard and freight locomotives on Canadian railways has had no discernible effect on the safe operation of trains. Both the Canadian Pacific and Canadian National have made exhaustive studies since the firemen started coming off (1958 on CPR, 1959 on CNR). Neither road admits finding a single accident attributed to the fireman's absence. ●

THE VILLAGE of Maybrook, N. Y., whose finances are in the red because the New Haven Railroad, operating under a bankruptcy trusteeship, says it can't pay its usual $12,000 taxes to the community's $71,000 annual budget. The village clerk makes a good point. He can't see how a company unable to pay local taxes found $30,000 with which to raise salaries of its three trustees!

Even so, local and state governments in the East—New Jersey worst of all—soak the railroads with the highest tax rates in the whole United States.

If more and more roads are forced into bankruptcy, what will happen to the "Maybrooks" all over the nation that depend upon railroad money to help pay their bills? ●

THEIR first meeting was on a Long Island Rail Road train. Tom Carter and Anne Ninnis, both 21, both employed by brokerage firms, had been commuting in the last car of the 5:30 p.m. out of Brooklyn for five months before they spoke to each other, became acquainted, and began dating. They were wed the other day in a church at Roosevelt, N. Y., the bride's home town. Do readers know of other married couples who met on a train for the first time? ●

READERS of *Railroad Magazine* will elect *Miss Passenger Train, 1963,* each reader being entitled to one vote. Trinity Valley Railfans, Inc., which sponsors the contest, picked three candidates (pictured on page 4): Anita Campbell, Frankie Lee Coy, and Sandra Aileen Landry. The winner will preside over TVR activities this season and will be used in publicity to help the railroad industry.

Anita is an Oklahoma State University co-ed, majoring in sociology and helping to pay for her education with a summertime clerical job on the Fort Worth & Denver Railway at Lubbock, Texas, where an uncle is agent. She hopes to continue working there after graduation. She lives at 112 N. Sycamore, Pauls Valley, Okla., is 21, brown-haired and brown-eyed, weighs 110, has a 36" bust, 24" waist, and 36" hips.

Frankie also is 21, with brown hair and almost identical measurements, but has blue eyes and weighs 118. Her father is agent for the same road at Dalhart, Texas. Frankie lives in Dalhart (415 Elm St.) and is a junior at West Texas State Teachers College.

Sandra is a blue-eyed blonde majoring in elementary education at Texas Christian University. Age 20. Measurements: 38½-23-38½. Railroading relatives: a grandfather, four uncles, and an aunt. Her home is 3613 Spurgeon, Fort Worth.

Every reader of *Railroad Magazine* is invited to help judge this contest. All you do is select your choice for *Miss Passenger Train,* write her name on a piece of paper or postalcard, and mail it promptly to Trinity Valley Railfans, Inc., 3828 Timberline Drive, South, Forth Worth, Texas. Do not send it to *Railroad Magazine.* All ballots must be received by TVR before March 15th. We will announce the result. ●

THOMAS LAWSON, JR., author of our feature on the Mississippian, was born and raised in Birmingham, Ala., and is currently majoring in rail transportation at the University of Tennessee. Two uncles were boomer fireman on logging roads. Tom's major interest is shortlines.

Thomas Lawson, Jr.

"I like diesels only when I can't find steam," he says. "My most exciting railfan experience was when I acted as agent in buying the Shay engine which Twin Seams Mining Co. is now using at Kellerman, Ala. The Twin Seams president asked me where he could get another Shay. I knew that Meadow River Lumber Co., Rainelle, W. Va., had one to dispose of. Although I was only 14 then, he authorized me to buy the Shay and paid my expenses to Rainelle. Maybe this makes me the youngest locomotive salesman on record."

He made the Missippian color-shot for our front cover. (UP supplied the other cover photo.)

Tom's library includes every publication he could find on shortlines and logging roads. He has about 8000 steam locomotive photos, a thousand negatives, several builders' plates, marker lights, cab gages, and a headlight from an 0-6-0. ●

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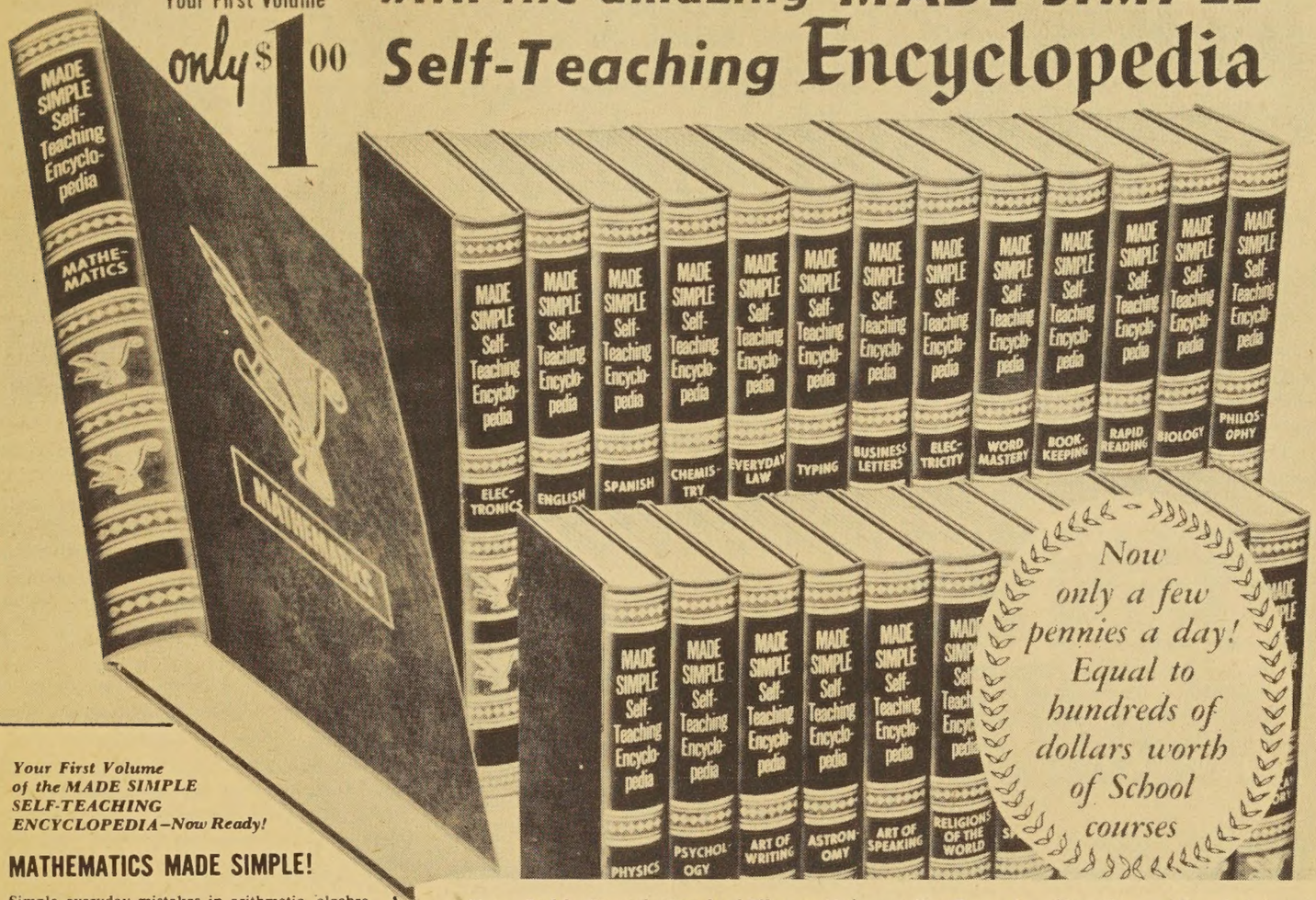

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NEWS IN BRIEF. For the 30th time, Chesapeake & Ohio calendars picture Chessie to remind you that passengers on C&O overnight trains "sleep like a kitten." But a new note is added. The 1963 calendar includes a map of the areas served by C&O and the Baltimore & Ohio, because C&O has an application pending before the ICC to acquire B&O control.

"I have been reading *Railroad Magazine* since 1935 to learn about North American railroads, which are run differently from those in my country," writes J. J. Eddy, retired stationmaster, 203 Bourke St., Gaulleburn, N.S.W., Australia. "For instance, train orders, issued by your dispatchers, have never been used in New South Wales. Our trains were operated by token or block systems. In recent years *controllers* have been doing this work."

The question has been raised, "Who was Edith?" The answer comes from Thomas B. Annin, 102 Manor Dr., Red Banck, N. J. "A Mogul on the old Morris & Essex (now part of the Erie-Lackawanna) was named Edith in honor of Miss Edith Broome, a cousin of M&E Paymaster Strong. I knew her as a girl boarding at the same place where I lived in South Orange, N. J."

"Since your December issue carried my picture I have been getting so much mail that I can't find time to answer it all," writes Miss Ann ("Jerry") Badland, 27 Hill Rd., Kevesley End, Warwickshire, England. "All but two of the correspondents thus far have been males ranging in age from 14 to 41."

New York Central announces completion of "the world's most modern stretch of electronically-controlled track," 60 miles of continuous CTC between Croton-on-Hudson and Barrytown, N. Y.

Some 200 residents of Hamburg, N. Y., went down to the depot the other day to see perhaps 35 passengers board a Buffalo-Meadville passenger extra, reports Wm. C. Kessel, a Hamburgian (or would you say Hamburgher?). Photo of a steam locomotive, printed in brochures advertising the trip, attracted many people, who were disappointed to see 3 diesels, not a steamer, hauling the 13-car train.

Coming in next issue (June, out around April 4): histories of Delaware & Hudson steam power and Virginian electrification; John W. Barriger as Interesting Railfans No. 14; locomotive rosters: Great Northern, Katy, New England shortlines.

Baltimore & Ohio has inaugurated a new fast freight service from Chicago to the New York metropolitan area at Jersey City on a schedule of 24½ hours, a cut of 75 minutes from previous schedules. This train makes speeds up to 70 miles per hour.

Correction: Our February issue had two photos of W. H. Dearnell on the *Cannon Ball's* rear platform, mistakenly labeled "Condr. Cliff Parker." Dearnell also is a promoted conductor but was working as a trainman on that run. The LIRR information we credited to Parker actually came from Dearnell. ●

AFTER 78 years, the Elgin, Joliet & Eastern has finally reached Elgin, Ill., or vice versa. This freight-switching line starts in Waukegan, Ill., loops around Chicago, and swings into Indiana. When incorporated in 1888, it aimed to have Elgin as a northern terminal but eventually laid its tracks six miles away from that city. A few weeks ago City Council closed the gap by annexing a 400-acre tract that included railroad property. ●

ELECTRIFICATION of French National rail lines between Paris-Marseille, Marseille-Bordeaux, and Paris-Strasbourg is now completed. On the Marseille runs to Bordeaux and to Paris, 16 super BB electric locomotives and 24 all-purpose BB's have replaced 90 steam engines, with savings in running cost of 60 percent, maintenance 70 percent, and power cost 50 percent.

Heavier freight and faster passenger trains now are possible. In fact, the *Mistral*, known as the world's fastest train, is making the Paris-Marseille run in only 7 hours and 10 minutes. ●

WE SYMPATHIZE with Henry Edwards but cannot agree that the railroads were to blame for his horrible accident. Henry, at age 13, climbed up on the elevated Pennsy-PB&W-Milwaukee right-of-way in Chicago and stole rides on two freight trains, in turn. Jumping off the second train, he rolled under it and lost both legs. A lawyer sued the railroads on his behalf and a sentimental jury awarded him $275,000. The judge ruled, in effect, that trains attract small boys and that railroads are responsible for guarding youngsters from any danger that might result from their operation.

The case is being appealed to a higher court. A Pennsy attorney points out that fencing PRR's 250 miles of track in Chicago alone would cost $10 million. "How can a boy-proof fence be built, anyhow?" he asks. "Will railroads have to station guards along their right-of-way to make sure that minors do not climb in, under or over the fences?" ●

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Don Bolander says: "Now you can learn to speak and write like a college graduate."

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"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation — also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

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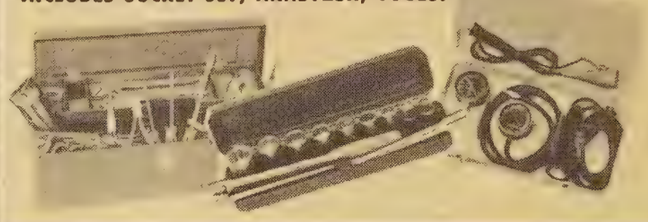

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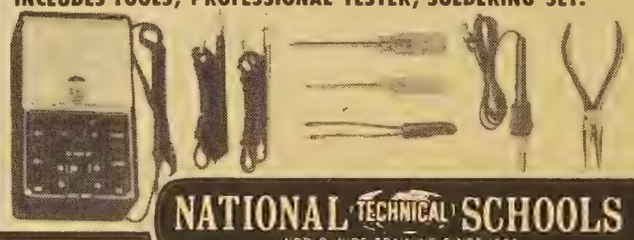

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Peeled Paint

by OLIVER TOWNE

Columnist, St. Paul Pioneer Press

I don't remember the name of the town I passed the other day. But I can still see the little depot, with its peeling red paint, the vacant windows, the grass growing up through the platform bricks.

You can find them dotting the countryside, the little depots, abandoned and forlorn, like ghostly reminders of some era long past when, in every small town, the most exciting pastime of a Sunday or any evening after supper was going down to watch the trains come in.

The old pot-bellied stoves in the waiting-rooms marked Women and Men are cold now, if not in some antique shop, Once they glowed with fiery warmth. I can still hear the door latch and the sound of feet stomping off snow as passengers and train watchers hurried to stand in front of the stove on a brittle winter day. And the station agent's helper emptying the coal scuttle into the blazing mouth, the smell of steam from wet mittens and gloves, overshoes held up close.

The drab, hard, waiting-room benches along the wall, with their curved backs. The dull gray or red wainscoting and the peculiar aroma about every depot—of soft coal, sealing wax, tobacco smoke and disinfectant. Empty now and bleak, where once sat generations of the town—boys and girls, with their lunches in shoe boxes, leaving home for the big city. The banker and the merchant looking at their gold pocket watches, waiting for the train to take them to a convention. The girl from the weekly newspaper, notepad in hand, coming to see who was arriving and leaving.

The station agent's bay window is silent now, but will the echoes of the telegraph sounders' symphony ever fade? Sitting there in a swivel chair, the agent smoked his pipe, ears tuned to the Morse, amplified by tobacco cans fastened over the sounders.

He'd roll up the wooden shutter in front of the ticket cage about 15 minutes before train time. And at his elbow he had a rack filled with cardboard tickets—to the world. Chicago, New York, Los Angeles. These he would take and stamp with flourish as he exchanged them for cash. And how you would envy the few who bought the long tickets, marked *Pullman*.

There was a breathless excitement just before the Limited arrived. Like ritual, the baggage man pulling the trucks into position where the baggage car would stop. Beyond were the trucks piled with mail sacks.

Then a black dot where the track meets the horizon. And smoke spiraling up. You felt the thrill. Somebody leaned inside the waiting-room door. "She's coming!" A flurry of picking up suitcases, buttoning coats, wet kisses, a few tears, forced laughter, and the movement to get out on the platform.

Myron Hochstetler, Jr. (Graflex Photo Contest)

The whistle now in the distance, high-pitched, rolling across the fields. The black dot turned into the locomotive pilot. Then the magnificent, ferocious creature began to slow. The bell took up a rhythmic chant and grandly she slid past the depot, swirling dust and debris from under the wheels.

Baggage men and Railway Mail clerks leaned out of open car doors, waving hellos to people on the platform. Passenger cars glided by, faces to the windows. Then the train stopped with a clash of couplings. The brakeman and conductor swung out of car doors. Back at the Pullman, a white-jacketed porter set his stool down with a flourish and wiped off the railing. You could stand outside the dining-car window and watch the people eating off snow-white table cloths.

You tried to catch every bit of that scene: people getting off and on. Cream cans being rolled into the baggage car.

"B-o-o-a-r-d!" sang along the cars. The conductor's hand swung a highball. The steam whistle sounded, the big driving wheels slipping, then grabbing. Exhaust crashing out of the stack once, twice, three times. The train, with its olive drab cars, began slipping past the depot.

A small boy, straining to see it in the distance, wished more than anything in the world that one day he could board that train.

At one of those old stations, with the paint flaking, the grass growing up through the bricks and tracks, one can almost see and hear again this drama out of the long ago. •

Engr. Jim Carlisle on No. 77 has visitor: Suzanne DeForest, daughter of chief clerk in division super's office of the Frisco, which interchanges cars with the Mississippian.
C. E. Berger (Frisco photographer)

Ex-Frisco engine (Baldwin, 1920) at the trestle south of Fulton.
Photo by author, 2533 Montevallo Rd., Birmingham, Ala.

The Longest ALL-STEAM ROAD in the South

by Thomas Lawson, Jr.

Assisted by E. A. ("Frog") Smith

THE HOT Mississippi sun beat hard on the depot at Fulton. It was high noon of a midsummer day. Agent Tucker looked at the clock. Almost 12:30 and he was hungry. He wished the train would come.

There was no "31" order to be signed for nor "19" to deliver by hoop. The Fulton station did not even have an order hoop. Tucker's outside diversion would be flagging No. 77 and her short steam train across busy U.S. Highway 78, the main asphalt artery between Birmingham, Ala., and Memphis, Tenn., which bisects the Mississippian Railway near the station.

Except for the possibility that some stupid motorist might race the train and end up in a tie, flagging the crossing is a pleasant chore. What the combination agent-flagman enjoys most is the look of surprise on the faces of some motorists when they see a real smoke-belching locomotive and hear her exhaust.

The driver may ask: "What's going on here, anyway—a fan special?"

Such questions bring a smile in Fulton, northern terminus of the Mississippian Railway and the county seat of Itawambi County.

"Oh, no," says the flagman. "We haul tonnage with steam."

"Well, I'll be damned! I didn't know there were any steam engines left outside a museum. I'd sure like to ride on this old steamer."

"Well, stranger," the flagman may drawl while he rolls up the red flag to become station agent again, "I don't sell tickets and the conductor carries no punch. But if you care to climb aboard and keep out of the way, the ride is on us."

The unusual custom of giving free rides on the Mississippian, the longest all-steam line in the South, started when they were promised in exchange for right-of-way across bottom lands along the Tombigbee River banks. Since then they have become legendary. It is said that the management never refuses free transportation to any deserving person, but what would happen if the Mississippian were overwhelmed by ride-hungry railfans is something else again. Although the road is not in the passenger business and has no coach, it recently acquired a caboose, which travelers sometimes use.

No diesel has ever burnished Mississippian rail. And only one steam engine other than those operated by the road itself has rolled over the line. In early days, when the pike was more of a logging operation than a common carrier, Baine Lumber Company used a Heisler geared engine to haul logs to their mill a few miles south of Fulton. But when the Baine mill was closed by lack of timber and the Depression, the Heisler was scrapped.

The record of this 24-mile railway in a rural section is enviable. Under the skillful management of Erbie Lee Puckett, the home-grown president and general manager, the Mississippian has changed from a worn-out logging road to a successful commercial carrier. Its employees are satisfied home guards. Its trains are hauled by Baldwin Consolidations and the ledgers are written in black—a setup of which few big systems can boast.

But it was not always thus. The Mississippian's rise is due to Puckett and his business associates and employees.

This man knew opportunity when he saw it.

First organized in 1921 as a logging tramroad by the Bigbee Land & Timber Company, the Mississippian was built the following year by L. E. Puckett, father of Erbie Lee, and John T. Cochrane of Mobile, Ala. Cochrane was no stranger to railroading, having completed his own Alabama, Tennessee & Northern a short time before. When the Mississippian got under way, he took over the office work while the senior Puckett tackled construction.

Normally, the Tombigbee River, beside which the 65-pound rail was laid, is a sluggish stream. But spring rains sometimes overflow its banks, washing out trestles and undermining track. Repairs are expensive but wrecks more so. Train crews keep looking or feeling for soft spots that the track gangs may have overlooked. Even a farmer's watchful eye is appreciated. A pine sapling stuck between the ties will mark a bad culvert and never fail to get attention.

After tracklayers had reached the virgin forests along the Tombigbee, there was no special hurry so long as the rails kept abreast of the loggers. In 1925 the line got to Fulton, and before the grass was well rooted between the ties the Depression came.

By 1930 the struggling little road was more than a fixture in the region; it was a necessity. But as lumber prices fell and mill after mill shut down, there was talk of abandonment.

Floundering out of one bad situation into another, the road managed to keep going until 1939, when it could hardly run trains because of rotten ties and wobbly trestles. By that time the road had passed into the hands of its founder's son, John T. Cochrane, Jr., while Erbie Lee Puckett took his father's place in the Gilmour-Puckett Lumber Company at Amory, where the Mississippian connected with the Frisco.

The disgusted Cochrane swore he'd sell the line to the first man offering him four bits (fifty cents). Puckett went to see him, and returned with a furrowed brow.

"Did you buy her for four bits?" he was asked.

"Not yet," he said. "I'm waiting for Cochrane to cut the price to two bits."

The owner was tired of his "white elephant" and meant to abandon the railway. Puckett knew that if he did, it would leave the whole of Itawambi County without rail transportation. With no railway to haul their lumber, what few mills that had reopened since the Depression would shut down again, throwing many more men out of work. And some of those men were Puckett's personal friends. He called on two business associates in Fulton, J. M. Gibbs and W. L. Kilpatrick, both lumbermen who needed the Mississippian.

These three formed a partnership. Again Erbie Lee went to see John T. Cochrane, Jr., in Mobile, and returned to Amory with a wide grin. He and his pals owned a railway.

Puckett knew the Mississippian and all its faults. As a boy he had fished and swam in the Tombigbee River. He had always wanted to be a railway man and he had some ideas on how to make the line pay. Now that he had the railway, he must find plenty of tonnage for it.

There was one ray of hope. U. S. Highway 78 would be rebuilt through Fulton, which meant hundreds of cars of material hauled from Frisco sidings in Amory to the job in Fulton. He hoped the Mississippian's dilapidated roadbed would hold the heavy gons and their loads of gravel.

Puckett got the contract. Then he ordered several carloads of smelly creosoted cross-ties. More men were put to work, and by the time the gravel cars were arriving in Amory the Mississippian was ready to deliver them to Fulton. It had been a rush job, but the road was once more in decent shape.

Puckett sought tonnage. Other industries came to the area, among them the big Southern Wood Products Company. Farmers bought fertilizer from the Northeast Mississippi Fertilizer Company in Amory and had it shipped over the Mississippian. Many other building products were routed north from Amory, including shipments from Gilmour-Puckett Lumber, parent company of the railroad. Puckett had tonnage to haul but needed power to haul it.

When President Puckett took control of the Mississippian in June, 1940, its only locomotive was No. 10, a Mogul bought from the Alabama, Tennessee & Northern in 1925. She was the second engine owned by the 24-mile line. The first, No. 661, from the Atlantic Coast Line, and also a 2-6-0. She lasted until

Carolyn Wren, a Junior College girl at Amory, is a railfan who likes to wander down to the Mississippian Ry. tracks to watch the freights go by.
C. E. Berger (Frisco photographer)

Built by Baldwin in 1920 for the Jonesboro, Lake City & Eastern (now part of the Frisco), No. 77 is shown switching for the Mississippian at Fulton depot.
Photo by the author

1935 before giving out and leaving the road with one engine.

No. 10 carried on alone and held together until 1939. Then the Mississippian did something that has cost many a shortline good money, if not its very existence. They bought a second-hand engine too heavy for their rails. No. 36, an 0-6-0 switcher, could tear up more track than a road engine twice her size and was not trusted outside the Amory yard. When an overhaul for No. 10 was due, an engine had to be found to take her place. With some misgivings, the Alabama, Tennessee & Northern loaned the Mississippian a ten-wheeler, No. 302, and who knows? That borrowed 4-6-0 may have hastened Cochrane's decision to sell out cheap.

Just before the 10-spot returned from the shops, Bull Mountain Creek went on a rampage. The flood-weakened trestle failed to hold the 302, and the big hog sank up to her saddle in the muddy stream. No. 10 came home before the line was cleared, and once the heavy ten-wheeler was back on the iron, the AT&N called her home.

Such were conditions in 1940 when Puckett took over, but things soon changed. After success seemed assured, he went after bigger game. For years he had known of vast deposits of bentonite. This was a valuable colloidal clay used as a filtering medium in chemical manufacture and as a binder in foundry molds, obtainable from under the topsoil by strip-mining.

Puckett made a deal with the Eastern Clay Company, now the big American Mineral & Chemical Company of Chicago. Eastern Clay built a refining and packaging plant a few miles north of Amory, on the Mississippian Railway, supplying raw clay from their own mines. The bentonite traffic was Puckett's biggest strike yet, but one Mogul could not handle it all. His railway needed another engine.

At that time the Frisco was buying the Jonesboro, Lake City & Eastern and bringing it up to their own standards. The JLC&E owned two 60-ton Baldwin Consolidations, built in 1920, that were too small for Frisco mainline service. Puckett bought both. And it was well he did. Hardly had they been delivered before the 10-spot developed a large crack in her boiler and was scrapped.

But the Consolidations were equal to their task. The crew felt happy. No more patching a single engine with no relief in sight, no more doubling the hills, and no more fear of being blown through the cab roof. The Mississippian had come into its own. It had more stops between terminals and each stop mean additional business. As far back as 1954, one of the Baldwins rolled into Amory with 21 cars of bentonite. No wonder the air along the Mississippian is heavy with dust.

Jake Carlisle, retired senior hogger, who laid the first rails in 1921, and his family are a legend on the Mississippian. His wife is a locomotive engineer in her own right and has been for many years. A long time ago, while she was running a log train in Alabama, she married her fireman, Jake Carlisle.

Today their two sons, Frank and James, are enginemen on the Mississippian. At 13, Frank made his first run as a full-fledged hogger during an illness of his father. At that time he was probably the youngest engineer in the country. He really started out early.

E. L. Puckett, president and general manager of the Mississippian, wearing a coat, confers with R. J. Magness, traffic mgr. (left) and Cliff Fears, section and bridge foreman.
C. E. Berger (Frisco photographer)

To the large-eyed farm kids who patiently listen for the engine whistle, the father was known as "the candy man."

"I used to carry sweets along on every trip," he says. "When I saw a kid waving, I threw him a box of candy."

Jake often talks about the railroad he helped to build. As for the 10-spot: "That engine was good to me. She never made me walk in. She had a beautiful whistle. Lord, that whistle'd make your shirt-tail fly up your back like a window shade!"

As for accidents: "We had plenty of them. But they never hurt anybody that I recall. We turned an engine over in 1939 and got her back on the iron by main strength and awkwardness. One Fourth of July we ditched four cars. But we always do the rerailing ourselves. Never had to call a wrecker."

His son Jim remembers the winter day when high water washed a stump onto the track. "Pappy eased back to hit 'er hard," he says, "and when he did we saw that a bridge just beyond was washed out. We should have made a monument out of that stump. It sure saved us from trouble that day."

Baldwin built the 10-spot in 1907 for Alabama, Tennessee & Northern Railroad.
C. W. Witbeck, P.O. Box 970, Hammond, La.

As only one engine is used at the time, Jim and Frank alternate as conductor and hogger. Each keeps up his own engine, with Jim claiming the 76, Frank the 77. Except for a two-way radio system on both Consolidations and a caboose, all recently acquired, operation is pretty much as it had been at the turn of the century when a hogger "owned" his engine. A lone fireman is enough for both steamers, but a gandy dancer is borrowed to help out when the trains are extra heavy.

The regular fireman is a capable old colored fellow named Quinton Stegall.

Only once has it been necessary to use the two engines at once for any length of time. In July, 1962, when a natural gas line was being laid, some 150 carloads of gas pipe were set out by the Frisco and unloaded at Amory. The switching was done by No. 77 with Frank Carlisle at the throttle. Frank's job of conductor was held temporarily by section foreman Bob Fears. Unloading the pipe kept both engines under steam for more than two weeks.

Until 1953, the Mississippian ran a full schedule to Fulton only on Mondays, Wednesdays, and Fridays, unless a holiday eliminated a train on one of these days. In that case, a train was operated all the way on the next operating day, which may have been a Tuesday or Thursday. The road now has a five-day week.

It is a legend that only a Carlisle may run a Mississippian locomotive. No one else knows the road as well as they. The first man on the job in the morning is the fireman, who shows up at 7:30. Starting a fire and helping it along with a portable stack blower, he soon has enough steam to move the engine out of the stall, where the light is better. Then he fills the lubricator and shines the jacket.

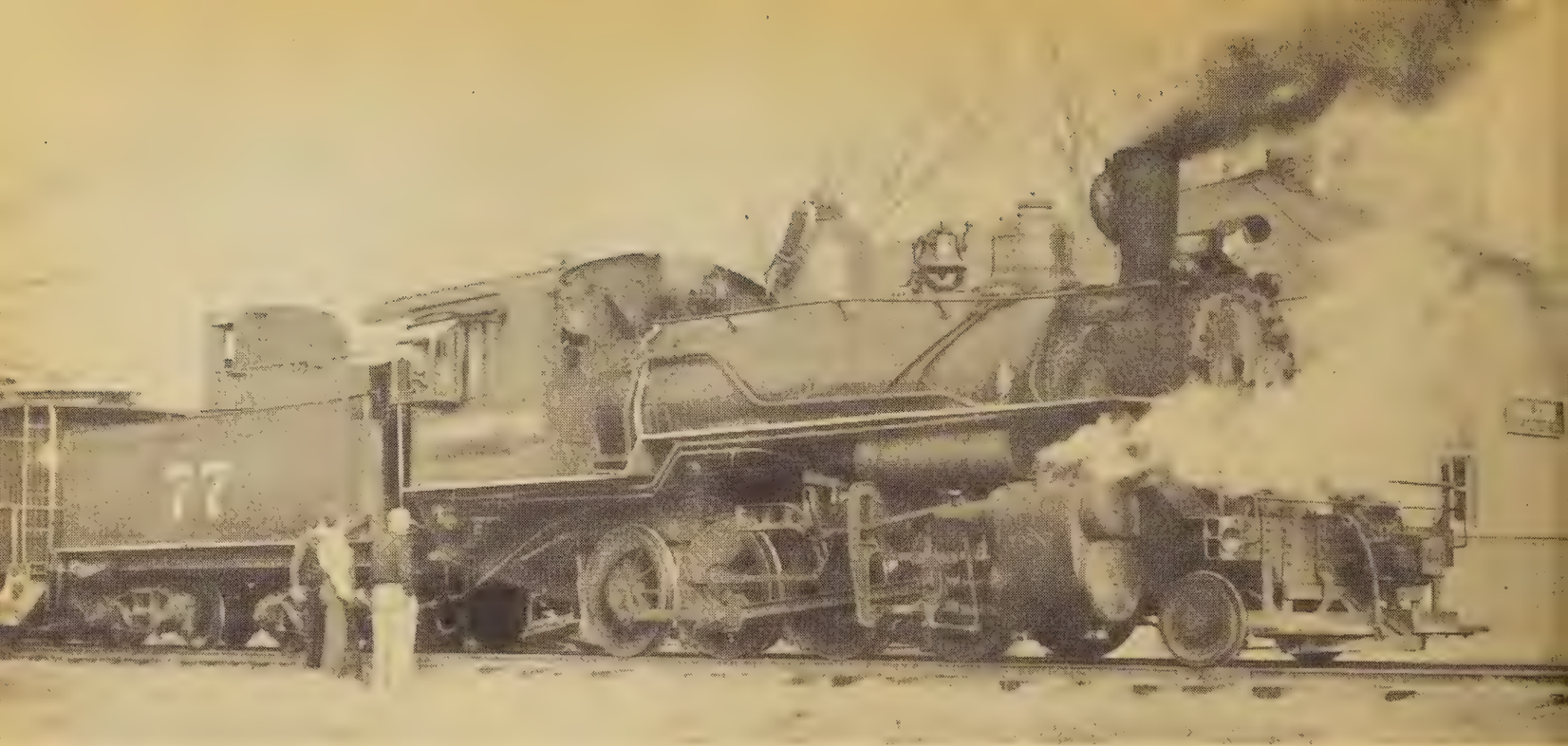
The hogger comes down at nine. Unless you happen to know both, it is difficult to tell which brother is engineer and which is conductor. Both know their jobs. If you are riding No. 77, Frank will climb onto his seatbox and crack the throttle, then gently rock the reverse level back and forth a few times to get accumulated water from the cylinders. Then, with open cylinder cocks blowing until the valves warm up, the engine moves to the coal dock or water plug. After that, the day's work starts by switching the cars set out on the Frisco interchange, and spotting empties at the fertilizer plant. After that James waves a highball and the train leaves Amory as it heads for more setouts and pickups.

The employees are aware that the continuance of their pay checks depends upon the amount of traffic interchanged with the Frisco.

Nearly 300 cars per year are delivered to the big system while 3500 to 4000 cars are received from it. The large shippers are E. W. Riley Lumber, American Colloid, Filtrol Corp., International Minerals & Chemical, Northeast Mississippi Fertilizer, Pullman Couch, and Morris Scrap & Metal Company.

The eight-mile stretch between Smithville and White Springs is the Mississippian's nearest approach to a straightaway through open country, and the boys make use of it. With a thick stand of pine, oak, and hickory timber lining the right-of-way, echoes of the barking stack is music to the ears. When the seatbox suddenly slides from under you, almost spilling you into the deck, the hogger will grin and say: "There's a new one. Better tell Bob about it."

Bob Fears is the track foreman. When he isn't replacing ties or lining track, you might find his crew chopping briers, grapevines, or other vegetation along the right-of-way. Even the opossum's winter food supply, the delicious wild persimmon, or the sweet-smelling wild honeysuckle may be hazards to



This road has no wye or turntable. Its engines are never turned but are always pointed south while backing up from Amory, the interchange point, to Fulton.
Collection of H. K. Vollrath (L&A train dispr.), 2524 Meriwether Rd., Shreveport, La.

railroad operation on the Mississippian.

"You know," the hogger explains, "in clay land like this we have churn holes or track wallows. On unballasted track, especially under joints, the ties will churn up and down under passing wheels until the mud reaches the consistency of mortar. Not only do churn holes make engines sway, but they put an awful strain on the frames. Deep holes in roadbeds break more frames than head-on collisions do."

"How will Bob fix it?" you ask.

"By dumping a few wheelbarrows of gravel or sand under the ties."

Besides being senior engineer, Jim Carlisle is the master mechanic. Under the teaching of his engineer father, he helps to keep both Consolidations in good shape. The Columbus & Greenville at nearby Columbus turned the driving tires on the 77 in January, 1961. Later that year Jim really gave the 76 a going-over. Besides putting in new flues, he renewed the firebox side sheets, built and installed a home-made set of ashpans, and performed the tricky task of rebuilding the airbrake system.

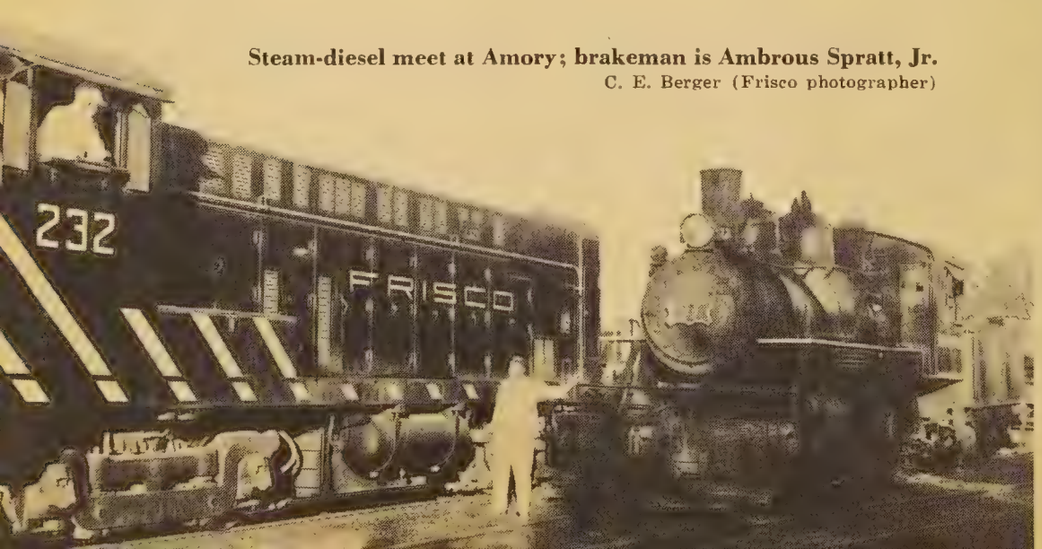
The worst defect of the two steamers was a slightly cracked inner firedoor ring on the 76. However, Jim recently found such a piece at a steel mill in Alabama and bought it. The Illinois Central supplies pilot wheels and rods, and a set of air pumps and Hancock inspirators came from the Alabama Central when that line quit in 1961.

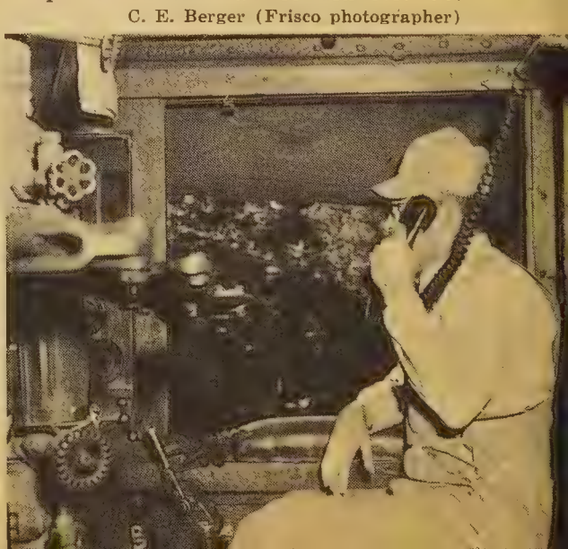
The Mississippian has no thought of dieselization, and is always on the lookout for steam-engine supplies that might be needed in days to come. At present, business is good. The sight and sound of live steam engines bring nostalgic recollections from the dim past; and the home-guard crew is a friendly bunch, the kind of fellows you like to meet. ●

Old 76 is getting overflow of water.
Photo by the author

Modern operation: Jim Carlisle uses a telephone in the cab of old No. 77.
C. E. Berger (Frisco photographer)

Steam-diesel meet at Amory; brakeman is Ambrous Spratt, Jr.
C. E. Berger (Frisco photographer)

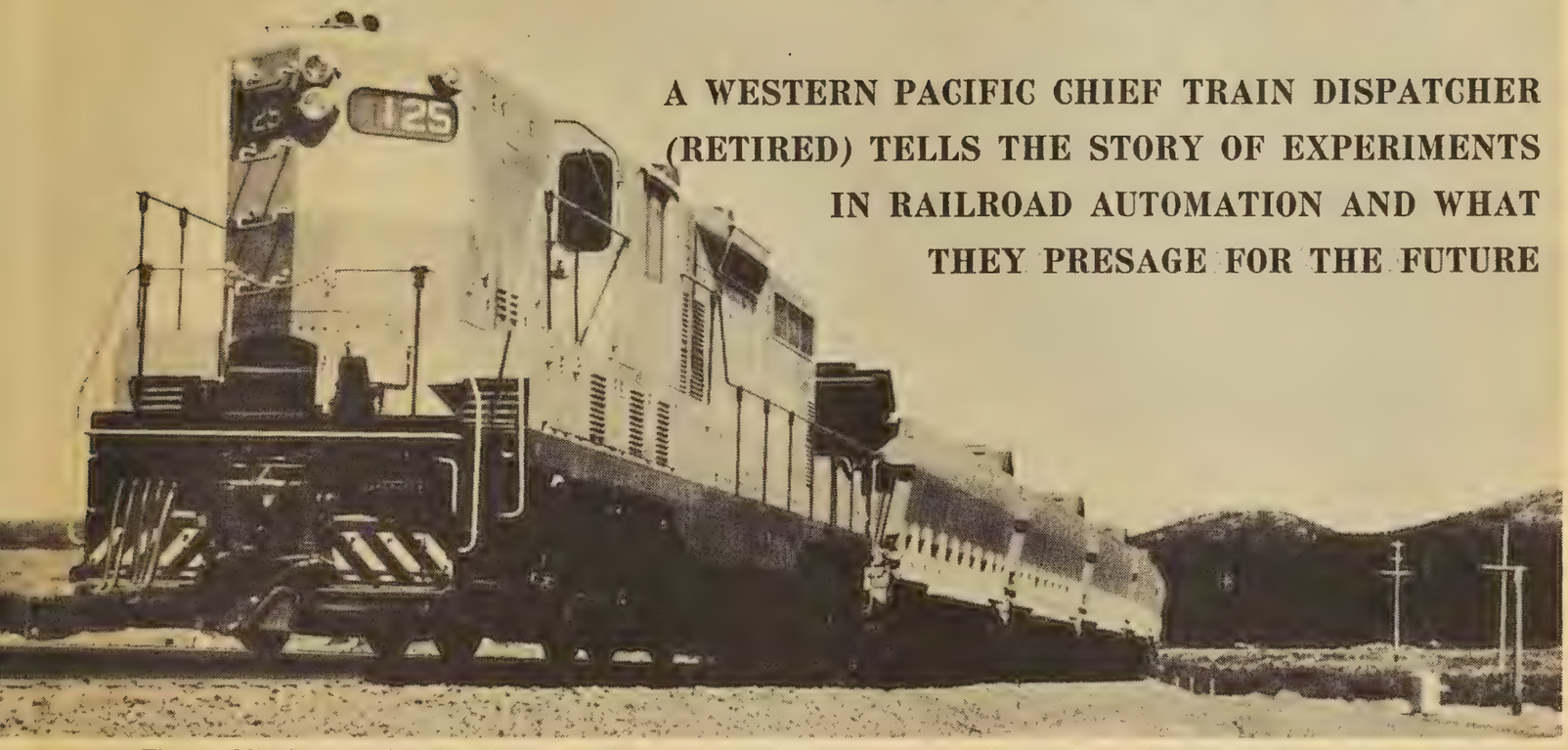




Tomorrow: Trains with Brains?

BY PETER JOSSERAND

A WESTERN PACIFIC CHIEF TRAIN DISPATCHER (RETIRED) TELLS THE STORY OF EXPERIMENTS IN RAILROAD AUTOMATION AND WHAT THEY PRESAGE FOR THE FUTURE



The world's first crewless freight trains, 18 cars each, wheel iron ore on the single-track 5.7-mile Quebec, North Shore & Labrador Ry. 24 hours a day, 7 days a week the year 'round, in a bleak region 850 miles south of the Arctic Circle.
General Railway Signal Co.

CONFINED in a Nazi prison during part of World War II for his French "underground" activities, a brilliant railroad man named Louis Armand asked himself: "If a toy train can be run from a little black box, why can't the real thing be operated the same way?"

The answer came April 18, 1955, when a new 4000-horsepower French electric locomotive, BB 9003, pulling a five-coach train on a test run with no engineman in the cab, attained a speed of 74.4 miles per hour. Electronic guidance from a distant control point made the world's first pilotless train start and stop at will, gather speed, and slow down before signals.

This test was carried out on the main line of the French National Railroads between two villages, Connerre and La Ferte-Bernard, 110 miles west of Paris. Officials riding a diesel railcar on a parallel track transmittted operating orders to a nearby substation which relayed them to the robot train. These orders controlled the amount of current and the application of brakes. Louis Armand, now president of the French National Railroads, is proud of the practical workout of his "little black box" theory of remote control.

"Our goal," he says, "is to have the signals give orders not to drivers but to machines. Man can overlook a red light, but a machine should not be able to pass one on those exceptional occasions when man fails."

Robot trains in regular service are no longer a mere possibility. Such trains are running daily in Canada on the Quebec, North Shore & Labrador freight line and in England and Belgium on the underground post office railways of London and Brussels. In these days of blasting space vehicles into orbit or up to the moon it would be foolish to set limits on the future of automated train operation, or ATO.

In New York City, attention was focused on ATO by the first fully automated passenger train put into actual service anywhere. Shuttling back and forth over a half-mile of subway track between Times Square and Grand Central Terminal, a few hundred yards from the *Railroad Magazine* office, this controversial train is arousing hot arguments and speculation about ATO's impact on future rail transportation.

"Subway Train With a Brain Displays Its Temperament," wisecracked a headline writer in a tabloid newspaper ac-

World's first unpiloted train, electric locomotive with 5 coaches, hit 74.4 mph April 18, 1955.
French National Railroads

French robot train with nobody on board was run by orders relayed electronically through train antenna pictured above.
French National Railroads

count of the train's initial run January 4, 1962. This story made much of the robot's abrupt first stop that caused Mayor Wagner to reach for a strap lest he fall.

"It was a very fine ride," the Mayor said for the record. "Of course, we had a few jolts, but I expect they will be ironed out."

Michael J. Quill was less reticent. He derided the automated train as a "headless horseman" and a "zombie." Mike is president of the Transport Workers Union. A few years ago he tied up the entire Pennsylvania Railroad system with a strike for the first time in its long history. More recently he delayed the robot's first public run, scheduled originally for December 15, 1961, by threatening to call out his 37,000 members unless a motorman drawing full pay was assigned to ride the train for a six-month test period.

Mike also declared his intention of demanding job protection for his members in the next contract he signed, which may foreshadow the chief obstacle to further development of ATO, at least in New York City.

Sceaux-Boesse substation with radio antennas through which commands operated first remote-control train.
French National Railroads

MANY ATO components are not new. The closed track circuit dates back to 1872. Train stop, cab signaling, and train control became effective in 1923, along with the coded track circuits by which present-day multiple-aspect cab signals and speed control were made feasible.

In 1927 Centralized Traffic Control was perfected, in 1929 the first all-relay interlocking, and in 1939 the first route-type interlocking, which permitted automatic alignment of a route through an interlocking simply by pushing two buttons. CTC has gradually evolved to the point where, in some places, it is known as an "automatic train dispatcher." The Southern Pacific has one such installation between El Paso, Texas, and Yuma, Arizona.

Where two trains are moving in the same direction, signals automatically turn green for the second one as soon as the preceding train clears the block ahead. The machine makes meets automatically between opposing trains, handling both switches and signals. If the monitoring dispatcher disapproves of a meet it is about to make, he can prevent a streamliner from going into the siding for a drag freight, for example, by taking over manual control, after which he must manipulate the switches and signals.

The installation is designed to relieve the dispatcher of routine chores. It allows him more time to plan for the best possible performance or extraordinary moves. However, the carriers have largely nullified this advantage by extending their dispatching districts so far that the DS is still overburdened and unable to work at top efficiency. The American Train Dispatchers Association rates these jobs as among the toughest railroad jobs in the country.

The sacrificing of peak efficiency to manpower reduction could be a real stumbling block in the path of ATO development and adoption. To justify itself, ATO must produce a better operation and at the same time save money. The philosophy behind its goal in the United States is manpower reduction rather than maximum performance.

In a recent address, John W. Hansen of Union Switch & Signal called attention to Soviet experiments which use Analog-computer type equipment to provide automatic train control. The Russian "driver's" action is limited to switching the equipment on and off, except in emergencies, when he takes full control of the locomotive. A full train crew is employed, the objective being "maximum performance."

"Statistics of this type of operation," Mr. Hansen said, "have shown substantial savings in power consumption, fuel, and in increase of traffic capacity. This man-machine philosophy seems to make sense and is, we believe, one of the important advantages of automatic control. Perhaps we should recognize that automatic operation can offer us much more than manpower reduction and that the Russian point of view at least deserves consideration."

ATO must include multiple protective devices to assure protection of equipment as well as safety in operation. Each added gadget will require inspection and maintenance and will increase

the hazard of failure. In setting forth the pros and cons of ATO, *Railway Age* cites the following disadvantage: "Increased labor costs, because of the number of electronic technicians, signalmen, and mechanics required to maintain ATO equipment . . . Increased maintenance expense, due to a greater amount of ATO equipment on locomotives and on the wayside."

If it does not function perfectly, the results of ATO leave something to be desired. "When ATO does fail," *Railway Age* states, "there may be long delays because no men are on the train to make emergency repairs." Repairmen would have to be sent to the scene of a failure which, in the case of surface railroads, might be a considerable distance.

R. E. Davidson, grand chief engineer of the Brotherhood of Locomotive Engineers, agrees that automated operations are possible under ideal conditions but he points out that on Class I roads ATO would require a complete evolution of train operation. He does not believe the results would justify the cost. He points out that, in industry generally, automatic machinery functions efficiently only under the trained expert, which reduces the risk of complete operation breakdown and damage in the event of a malfunction of the "mechanical genius."

No. 125 spots cars for dumping in Carol Mine crusher building on the QNS&L.
General Railway Signal Co.

THE costly equipment essential to the operation of a shuttle train by the New York City Transit Authority replaces a very small amount of inexpensive human intelligence and effort. The tab to date runs close to a million dollars, which would buy a lot of manpower.

R. C. Coutts, president of the American Train Dispatchers Association, expresses his distrust of unmonitored electronic devices. Says he: "I haven't heard it suggested that there be only one man, or none at all, on the flight deck of an airliner just because the automatic pilot takes over when you get off the ground, or because it isn't necessary to check on automatic navigational devices. For my part, my hide is no less precious to me on the ground than in the air."

Perhaps the general public will come to accept the "fail-safe" principle of ATO, but it would take time and money to sell them. Those of us who have seen "fail-safe" devices, like CTC, fail unsafely will be skeptical. Measuring by the yardsticks of safety and efficiency, many people predict that ATO will take a back seat to the man-machine combination.

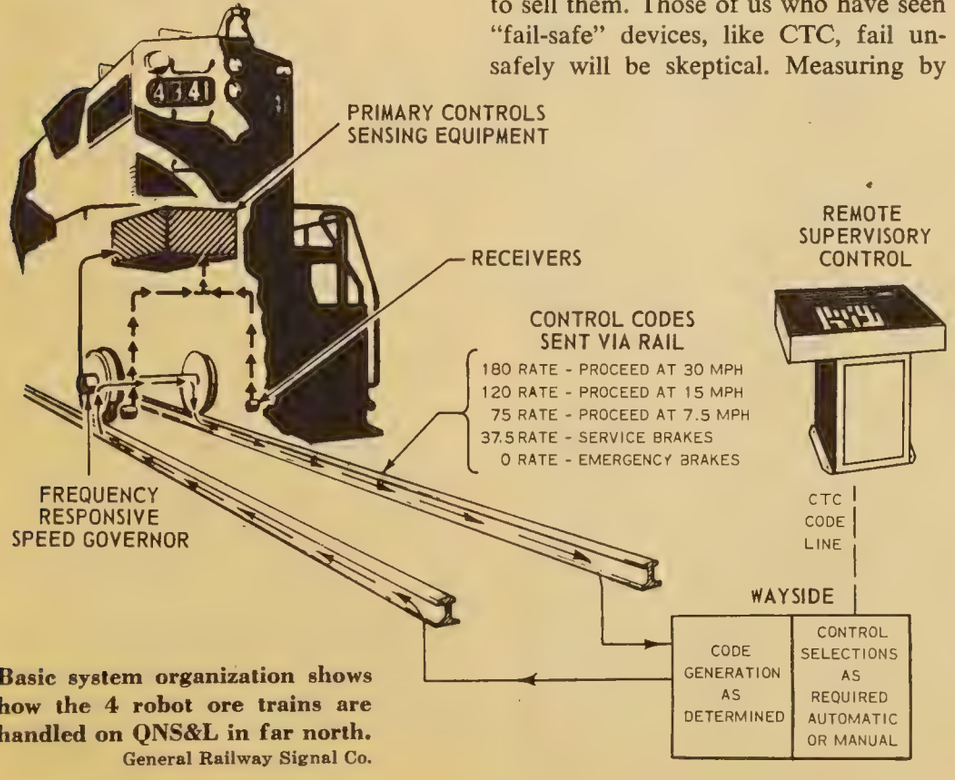
Optimists believe that automation merely shifts, rather than reduces, the labor force. CTC, for example, threw many telegraphers out of work but it put on more signal department employees, to say nothing of manufacturers' increased payrolls. The retraining of employees for other work, or protection from loss of income until they can find jobs, appears to be the Unions' chief concern at the moment.

If the railroads take a humane view of the transition period, there will be minimum opposition to ATO. Piecemeal, or otherwise, ATO should produce savings from which the cost of such a program can be deducted until attrition levels out the railroad labor force.

The so-called "decision-making" devices have their place in ATO. However, like the computer, they must be adequately programmed and will not be able to do anything not previously conceived by man. While the basic causes of interruptions to railroad operation can be tallied, the combinations of these are endless. No machine can deal with them. The ability of machines to make decisions is limited and, in the event of the unusual, man has to take over.

In early railroad days, the timetable was the authority for the movement of trains and provided meeting points. Experience showed that the unexpected could not be anticipated; someone had to alter the timetable's provisions when necessary. Here, we have history repeating itself with an electronic twist.

Many railroad accidents and stoppages are due to so-called "acts of God"


4341
PRIMARY CONTROLS SENSING EQUIPMENT
RECEIVERS
REMOTE SUPERVISORY CONTROL
CONTROL CODES SENT VIA RAIL
180 RATE - PROCEED AT 30 MPH
120 RATE - PROCEED AT 15 MPH
75 RATE - PROCEED AT 7.5 MPH
37.5 RATE - SERVICE BRAKES
0 RATE - EMERGENCY BRAKES
FREQUENCY RESPONSIVE SPEED GOVERNOR
CTC CODE LINE
WAYSIDE
CODE GENERATION AS DETERMINED
CONTROL SELECTIONS AS REQUIRED AUTOMATIC OR MANUAL

Basic system organization shows how the 4 robot ore trains are handled on QNS&L in far north.
General Railway Signal Co.

General Electric men inspect communications link in automatically-operated car named *Tomorrow*. Control system developed by GE includes a speed-distance regulator on the car that makes all decisions conforming to system requirements.

Automated rapid-transit cars and trains of the future, as visualized by General Electric artist, will stimulate healthy community growth and redevelopment.

—i.e., events presently beyond the ability of man to anticipate or forestall. No machine can cope with these.

What would ATO do, for instance, with a simple situation like a hotbox? There are modern devices for detecting hotboxes, even for locating them in the train. Assuming that an ATO train had a hotbox and was able to identify itself and report, what then? The train could not set it out, nor could the hotbox continue in the train to a point where help is available without danger of burning off a journal.

Roller bearings do not eliminate hotboxes altogether but do reduce the hotbox incidence rate. Furthermore, many cars do not have such bearings. The 100,000th freight car to be equipped with Timken tapered roller bearings was ordered last November, by the Santa Fe. The first one went into service on the old Wheeling & Lake Erie shortly after World War I.

ATO may provide locomotive handling more nearly perfect than human handling. Most enginemen, though, do a good job. If human variations constituted the sole source of operating troubles, the train dispatcher's life would be merrier.

AMERICA'S first remotely-controlled train was demonstrated December 1, 1955, on the New Haven between New Rochelle and Rye Beach, N. Y., 7.5 miles, with equipment developed by Union Switch & Signal Division of Westinghouse Air Brake Company. Since then, there have been many experiments with remote control, calculated to produce full ATO eventually.

In western Labrador, a bleak region 850 miles south of the Arctic Circle, where manpower is at a premium, the Iron Ore Company of Canada recently put into service what *Railway Age* terms "the world's first crewless freight train." It is certainly the first full ATO operation for hauling ore from mine to crusher.

This operation at the Carol Mine was preceded by tests made in 1959, aimed at developing ATO equipment for ore trains, normally 125 cars, about 11,000 tons, handled by four GP-9 diesel-electric locomotives of 1750 horsepower each. In one test on a descending grade of one percent for nine miles the equipment proved capable on controlling a 6600-ton train, handling both dynamic and air braking.

Today there are four robot trains of 18 cars each. Loaded Train A pulls out

while Train B is being loaded. It makes a non-stop meet with Train C at a siding and then proceeds to the dumper, where Train D is unloaded and ready for a return trip with the empties.

Automation controls on the 5.7 miles of single-track line were built by General Railway Signal Company. The four trains, we are told, run 24 hours a day, seven days a week, with no time off for holidays or vacations. This operation is expected to move 20 million long tons of crude iron ore annually.

A remotely-controlled operation similar to this may be seen at Florence, Alabama, where the locomotive picks up loaded cars at a railhead and delivers them to the dumper. Push-buttons on the panel control the locomotive, release hopper car doors, and guide the shaker and conveyor belt.

The remotely-controlled switcher locomotive is receiving much attention by industry employing in-plant switchers. The so-called "captive railroads" are a fertile field for ATO. America's mining industry, alone, operates the second largest railroad network in the world. Many other industries also move large volumes of bulk materials.

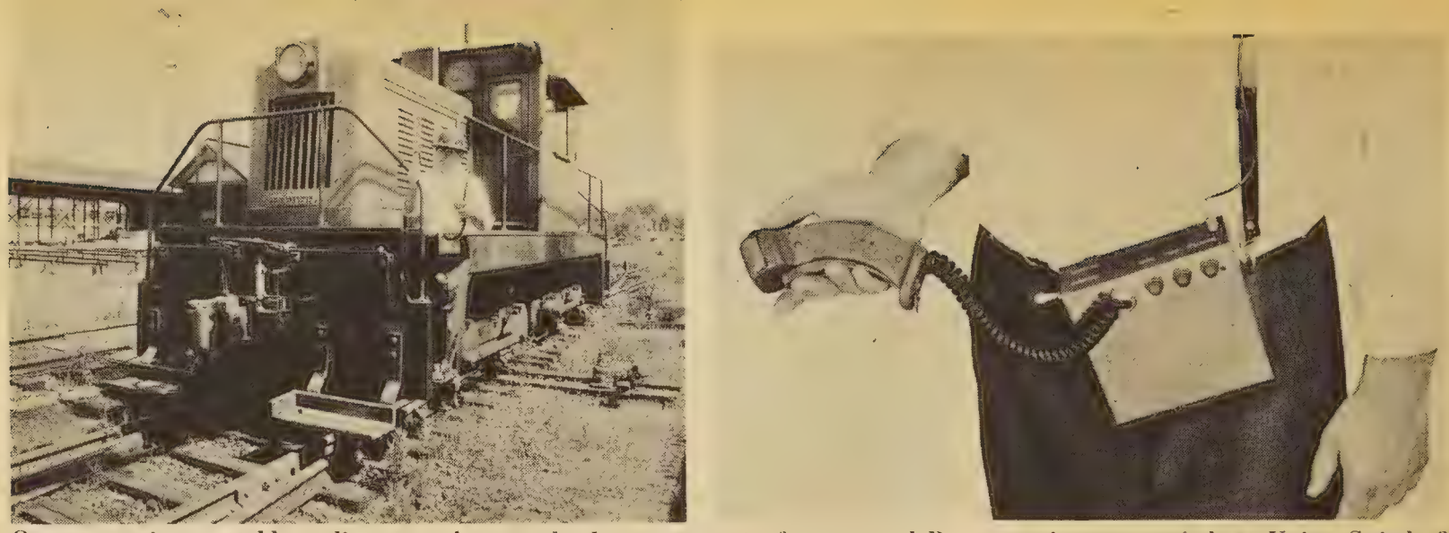
Dupont has an automatic switcher at its Chambers works in New Jersey, operating over 15 miles of in-plant track. The throttle, brakes, and reverse mechanism are controlled remotely. The speed may be varied, the rails sanded, and crossings flagged—all by one man, either from a portable radio set he carries or by a central panel. The previous issue of *Railroad Magazine* carried a photograph of such a switcher at the Big Sandy plant of Kentucky Power Company.

Westinghouse Air Brake Company has obtained a patent for the automatic operation of crewless monorail trains. Along the route, radio signals are sent to each train to control stopping, starting, speed and the opening of doors.

The system controls the throttle and brakes according to traffic conditions, with a safe buffer zone between trains. The inventors are Frank Pascoe and Leslie Allison.

OVER in England, some 70 feet beneath the fogbound streets of London, 40 driverless electric trains rumble along the two-foot-gage tracks of the Post Office Tube Railway, carrying some 45,000 bags of mail daily between the eight stations. These trains are controlled from five switch cabins, three of which are presently in automatic controls. Interestingly, three bat-

Forty automated trains carry mail on London Post Office Tube Railway through 6½ miles of tunnels under city streets. Top photo shows containers being loaded into train at Mount Pleasant. (Brussels, Belgium, has a somewhat similar line.)
By courtesy of H.M. Postmaster-General, London, England



Operator using portable radio remotely-controls the movement of unmanned Porter engine over switch at Union Switch & Signal plant. Light touch by his fingers sends her ahead or in reverse. The three buttons are for the whistle, bell, and sand.

tery-operated locomotives stand on sidings along the line to deal with faulty trains, each engine being capable of handling two stalled trains. The British are realists.

Opened in 1927, this line was designed to move mail without the delays to road transport that are caused by fogs and traffic congestion. It extends between Paddington and Whitechapel and is level except where it crosses sewers, subways, and so on. At Paddington and Liverpool Street huge conveyor belts tote the mailbags between main-line trains and the post office subway. A somewhat similar underground railway is operated by the post office in Brussels, Belgium, also remotely controlled.

The German Federal Railroad is experimenting with automatic controls. So are the Moscow subway system in Russia and the Stockholm subway in Sweden, but at this writing no details are available. There is a growing interest in "trains with brains."

Japan's nationalized railways are concentrating on devices such as automatic train control to permit them to handle a greater density of traffic. Although Japan, like the Soviet Union, has no manpower shortage, it is designing and building equipment which will fit later into ATO.

Surface rapid transit is another promising field. Less than half a dozen American cities have streetcar systems but many others need them. It is predicted that Los Angeles will start on a rapid-transit system this year and the San Francisco Bay Area by 1964. These plans contemplate automated trains, as do other projected installations. But not all such trains would operate without employees riding them. The Bay Area plans to have a motorman aboard largely for the psychological effect.

General Electric recently demonstrated its automated trolley, named *Tomorrow*. This car made station stops, opened doors to receive and discharge passengers, and accelerated quickly to programmed speeds between stations. Rapid transit and in-plant switching most nearly approach the ideal conditions under which miniature or toy trains operate. Thus it is reasonable to expect that ATO will be adopted in these fields first.

Class 1 roads have endless operating problems. Each problem must be cared for realistically at a savings to the carriers before ATO is acceptable. The various components of "trains with brains" can be installed piecemeal, each contributing to efficiency of operation. It is safe to say that full ATO will require no backtracking.

Perhaps Louis Armand's dream of a pilotless railroad will become a commonplace sooner than we think. ●

A crewless train of tomorrow as dreamed up by a General Electric illustrator.

Sixteen hundred Alco horses pant briefly at LIRR's Cold Springs Harbor station before climbing the grade to Huntington.
Gene Collora, 7 Beechwood Pl., Massapequa Park, N.Y.

Present-Day Roster Compiled by Sy Reich

DIESEL LOCOMOTIVES

Railroad Class	Road Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
GS-1	398-399	150	GE	?	?	?	?	1958	
GS-4	400	400	GE	44-ton	B-B	13,000	88,000	1950	
AA-2	401	600	AGEIR	——	B-B	60,000	203,000	1925	2
AA-3	402	600	AGEIR	——	B-B	60,000	218,000	1928	2
AA-4	403A, B	660	WH	——	(B)x(B)	49,500	174,000	1928	2
BS-6	403	660	BW	VO 660	B-B	34,000	196,000	1945	
AS-6	404-407	660	Alco-GE	S1	B-B	29,200	199,900	1946	
AS-6m	408	660	Alco-GE	S1	B-B	29,200	199,900	1946	
BS-6a	409-412	660	BW	DS 4-4-660	B-B	34,000	196,000	1948	
AS-6	413-414	660	Alco-GE	S1	B-B	29,200	199,900	1949	
AS-6mc	415-416	660	Alco-GE	S1	B-B	29,200	199,900	1949	
AS-6	417-421	660	Alco-GE	S1	B-B	29,200	199,900	1949	
AS-10	446-447	1000	Alco-GE	S2	B-B	34,000	234,100	1949	
AS-10c	448-449	1000	Alco-GE	S2	B-B	34,000	234,100	1948	
BS-10ac	450	1000	BW	DS 4-4-1000	B-B	34,000	228,500	1948	
AS-10c	451-460	1000	Alco-GE	S2	B-B	34,000	234,100	1948-'9	
AGP-10sc	461-465	1000	Alco-GE	RS-1	B-B	34,000	249,700	1948-'9	
AGP-10msc	466-469	1000	Alco-GE	RS-1	B-B	34,000	249,700	1950	
FGP-16sc	1501-1502	1600	FM	H16-44	B-B	36,600	263,660	1951	
FGP-15sc	1503	1500	FM	ALT 200.2A	B-B	42,200	263,660	1949	3
FGP-16msc	1504-1509	1600	FM	H16-44	B-B	36,600	263,660	1951	
AGP-15msc	1519-1520	1500	Alco-GE	RS-2	B-B	60,000	245,400	1949	4
AGP-15msc	1551-1560	1600	Alco	RS-3	B-B	46,000	255,040	1955	
FP-20sc	2001-2008	2000	FM	CPA 20-5	B-A1A	36,660	294,180	1950	
FP-24sc	2401-2404	2400	FM	CPA 24-5	B-A1A	36,660	309,300	1951	

PASSENGER EQUIPMENT

Railroad Class	Road Numbers	Description	Builder	Date	Seats	Notes
P-54D	1, 5, 7, 10, 12, 15, 19, 22, 26, 27, 30, 32-34, 38, 39, 49, 50, 93, 96, 97, 103-105	Steam arch-roof coach	ACF	1927	76	
P-54D	120-122, 125	Steam arch-roof coach	?	1927	93	
P-54D	126, 131, 135	Steam arch-roof coach	?	1927	86	
T-62	200	MU arch-roof doubledeck t.c.	PRR	1932	120	CDC
T-70	201	MU arch-roof doubledeck t.c.	PRR	1937	134	CDC
P-54A	324, 327, 335, 338, 342, 346, 347	Steam roof coach	ACF	1911-'2	69	
P-54B	374, 379, 380, 385, 386	Steam roof coach	Pr. St.	1918	72	
P-54F	389	Steam roof coach	?	1913	66	5
P-54G	391	Steam roof coach	ACF	1916	66	6
T-54A	402, 405-407, 410, 412, 417, 418, 421	MU arch-roof t.c.	Std. St.	1921	76	7, 8, 9
T-54B	422, 423, 427, 434, 440, 443, 445-451	MU arch-roof t.c.	ACF	1922	76	10
P-54E	452-454, 457-461	Steam arch-roof coach	ACF	1923	72	
P-54D	464, 466, 473, 476, 477, 480	Steam arch-roof coach	ACF	1926	76	
T-54B	482, 484, 486, 490, 492, 493, 499-505, 507	MU arch-roof t.c.	ACF	1927	80	7
P-70A	809, 810, 812-814	Steam roof coach	ACF ?	1911-'2	84	11

Long Island Roster Notes

Roster based on data from Vice Pres., LIRR; H. T. Raudenbush; Chief Mech. Officer, B&M; Chief Mech. Officer, PRR, and Mech. Supt., BAR, and is accurate as of Aug. 30, 1962.

In recent years passenger cars have been renumbered as they are modernized. The 4000 series cars are MU's with engineer's controls and automatic speed control. The 5000 series are MU's with engineer's controls and automatic speed control but are motor cars (some have controls for switching only). The 6000 series are MU trailers. The 7000 series are steam cars.

When a car between 1000 and 3999 is renumbered, the first digit is changed to correspond with the first digit described above, with the last three digits remaining the same. When a car between 100 and 999 is renumbered, one digit corresponding to one of the 1000 series described above is prefixed to the old number. When a car between 1 and 99 is renumbered, a digit described above plus a zero is prefixed to the original number. All cars built after 1953 have 400-hp motors; most built before then, 500 hp.

Builders: GE—General Electric; AGIER—Alco-GE-Ingersoll Rand; WH—Westinghouse; BW—Baldwin-Westinghouse; Alco-GE—American Locomotive Co.-General Electric; FM—Fairbanks-Morse; ACF—American Car & Foundry; PRR—Pennsylvania Railroad, Altoona Shops; Pr. St.—Pressed Steel; Std. St.—Standard Steel; Pull.-St.—Pullman-Standard; B&S—Barney & Smith; Osg. Brdly.—Osgood Bradley.

Other abbreviations: t.c.—trailer coach; obs.—observation; mod.—modernized; bag.—baggage.

(2) 401 scrapped in 1951; 402 scrapped in 1953; 403 A and B scrapped in 1944 and 1945.

(3) Converted to 1600-hp and reclassed FGP-16sc.

(4) Bought from D&H, their numbers 4019-4020. Then renumbered 1571-1572, then 1519-1520.

(5) Ex P-54A odd.

(6) Ex P-54B odd, rebuilt by LIRR in 1919.

(7) The following cars have centralized door control: 402, 407, 410, 417, 499, 850-852, 855, 865, 882, 889, 890, 896, 904, 905, 913, 916, 927, 930, 935, 945, 955, 964, 968, 972, 976, 984, 990, 992, 994, 1004, 1007, 1136, 1157, 1158, 1162, 1175, 1177, 1213, 1645, 1649, 1662, 1669, and 1969.

(8) No. 412 seats 94. (9) Ex P-54C.

(10) No. 427 seats 93.

(11) Ex parlor cars rebuilt to coaches.

(12) Nos. 838, 849, 851-852, 855, 865, 890, 905, 916, 927 and 988 seat 98.

(13) 1004, 1007, 1623-1630, and 1659 seat 86.

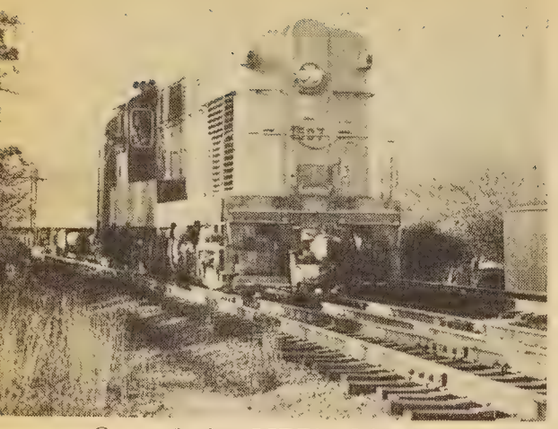
(14) The following cars are not equipped with centralized door control: 1483, 1520, 1532, 1542, 1552, 1554, 1559-1562, 1569, 1582, 1583, 1595, 1597, 1621, 1623, and 1630. (15) 1638 seats 71.

(16) Nos. 1786 and 1788 seat 96.

(17) Ex 815. Note conflict with existing 815.

(18) No. 2001 seats 63. No. 2002 seats 60. No. 2003 seats 55.

(19) 2001-2003 were PRR cars named McEwen, Belfast, and J. Finely Wilson. They are now



One of the LIRR's 1600-hp general-purpose Fairbanks-Morse units heads train eastward past Bethpage interlocking tower on the route to Greenport.

named Syossett, Oyster Bay, and South Shore on the LIRR. 2004 is named Locust Valley and is ex LIRR 7500, ex NYC coach 2800 ex NYC Pullman Andrigo. 2011-2012 are named Montauk and Shinnecock on LIRR and are ex DL&W Virginia Dare and Julia Ward Howe.

2013-2036 are named Peconic, Amagansett, Cutchogue, Mattituck, Aquebogue, Quogue, Moriches, Patchogue, Ronkonkoma, Islip, Wyandanch, Copiague, Commack, Massapequa, Merrick, Wantagh, Manhassett, Mineola, Misseaquogue, Cayuga Club, Mohawk Club, Seneca Club, Onondaga Club and Oneida Club on the LIRR. These are ex PRR cars named Ames, Lene, Noel, Burgner, Fenns, Glade, Rolphe, Besco, Kanty, Alpha, Eaton, E. C. Stanton, Greer, Grove, James Wilson, Susan B. Anthony, Ledy, Lucretia Mott, Markel, Plymouth Rock, Cornelius Hendrickson, Thomas Jefferson, John Adams and Westdale on the PRR, numbered respectively 7055, 7090, 7100, 7065, 7074, 7079, 7104, 7060, 7089, 7054, 7071, 7073, 7081, 7082, 7087, 7113, 7091, 7096, 7097, 7020-'22, and 7030.

No. 2000, named Jamaica, is ex 815. No. 2005, named Tuscarora, is ex LV 1000.

(20) Cars 4135, 4146, 4150, 4159, 4168, 4171, and 4174 seat 74.

(21) Nos. 7028 and 7132 seat 58.

(22) No. 7123 seats 61.

(23) Ex P-54C. (24) Ex T-54B.

(25) No. 7471 seats 66.

(26) These cars are ex NYC named Pansy, Roxana, Stella, Flavid and Marie.

(27) 29 cars are ex B&M. The following presently-numbered LIRR cars have been renumbered as follows: 7521 ex 7524, 7524-7530 ex 7525, 7529, 7528, 7530, 7527, 7526, 7521, 7535 ex 7544, 7536-7550 ex 7539, 7543, 7542, 7535, 7536, 7538, 7545, 7540, 7541, 7537, 7550, 7546, 7549, 7547, 7548.

(28) Nos. 7521, 7527, 7528, and 7531 seat 53.

(29) Nos. 7523 and 7530 seat 63.

(30) 7541 seats 72. (31) 7543 seats 67.

(32) Ex B-60B. (33) Ex B-62C.

(34) Ex BM-62. (35) Ex WM 138.

(36) Nos. 7751-7758 are ex B&M 3137, 3134, 3118, 3116, 3121, 3110, 3112, 3114.

(37) Ex Maine Central 218-221, 262, 263, 265, 266.

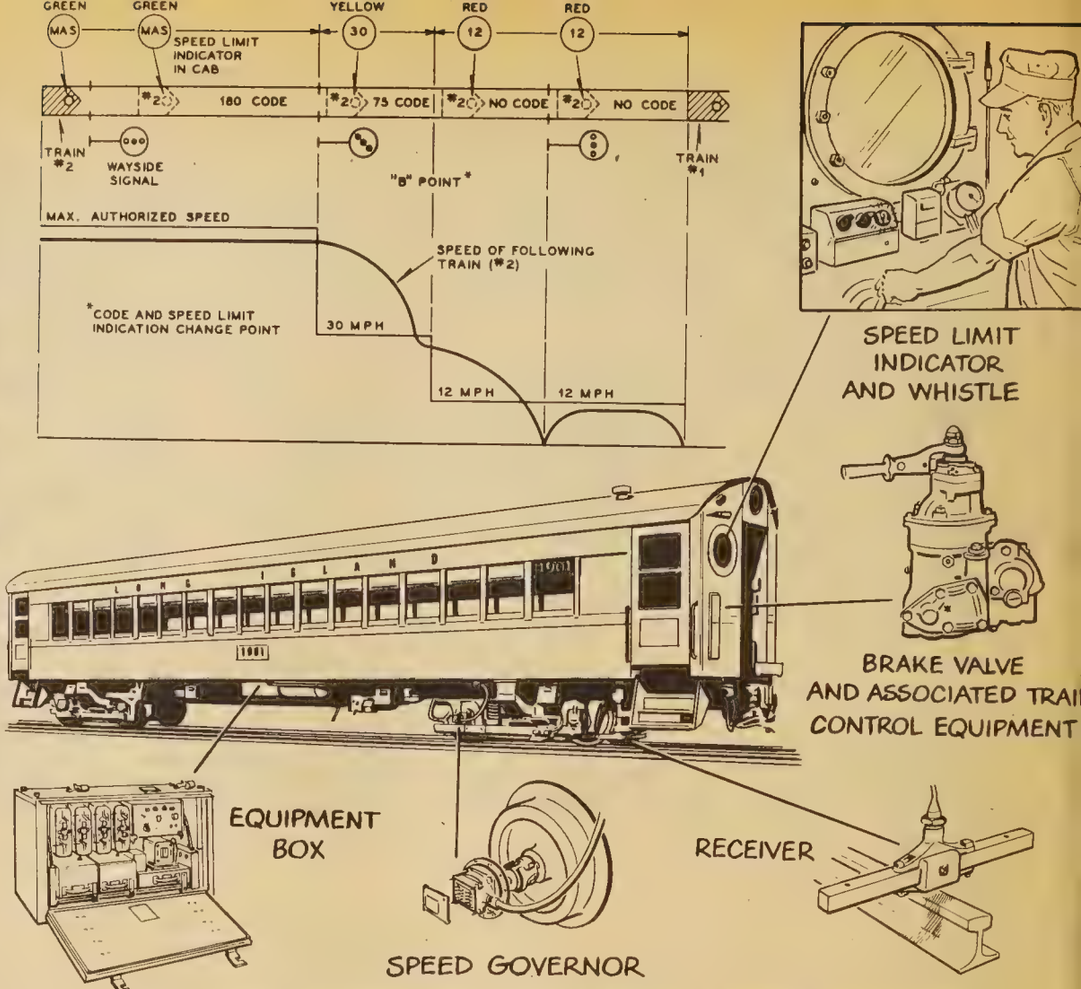
(38) Ex Phila. & Rdg. 1238, 1374, and 1458. Bethlehem Shipbuilding Corp. built 1238 in 1922. Harlan & Hollingworth built 1374 and 1458 in 1919 and 1914 respectively.

(39) Ex D&H 208-211, 219, 220.

(40) Ex Bangor & Aroostook 150-152. •

No. 2007, one of the Class FP-20sc locomotives that F-M built in 1950.

Gene Collora



Union Switch & Signal's automatic speed-control system on a typical multiple-unit Long Island car. Top diagram shows changes in speed limits and speed-limit cab indications as the train approaches rear of a train ahead. When the following train passes a more restrictive signal, the cab's speed-limit indicator changes and the warning whistle blows. After six seconds, unless the engineman has taken action to reduce speed, the train brakes are applied automatically as a safety measure.

P-70L	815	Steam roof coach		1915	91	
P-70A	817-818	Steam roof coach	?	1912	84	11
P-70B	819-826	Steam roof coach	ACF	1913	84	11
P-70C	827, 830-833	Steam roof coach	ACF	1917	84	11
T-54B	838-840, 843, 848-852, 854, 855	MU arch-roof t.c.	ACF	1923	80	7, 12
T-54A	857, 863, 865, 869, 870, 872, 873, 878, 879, 882, 884, 886, 888, 889, 890, 893, 894, 896, 897, 900, 902-906	MU arch-roof t.c.	ACF	1920	80	7, 12
T-54	909-913, 916, 921	MU arch-roof t.c.	Std. St.	1915	80	7, 12
T-54A	927, 928, 930, 935, 937, 944-946, 948, 955, 959, 961, 964, 968, 970, 972, 976 980, 981, 984, 988, 990, 992-995		Std. St.	1917-'8	80	7, 12
MP-54T	1004, 1006-1008, 1011	MU rr. roof motorized t.c.	?	1912-'3	69	7, 13
MP-54T	1012-1016	MU arch-roof motorized t.c.	?	1920, '3	98	CDC
MP-54A1	1136, 1139, 1141, 1142, 1144, 1147-1149, 1152, 1157, 1158, 1161, 1162, 1165 1169, 1170, 1175, 1177	MU rr. roof motor coach	?	1930	72	7
MP-54A	1178	MU rr. roof motor coach	?	1930	72	CDC
MB-62A	1211, 1213, 1214	MU rr. roof motor baggage car	ACF	1910	—	7
MP-70BT	1287-1289	MU arch-roof doubledeck motorized t.c.	PRR	1948	132	CDC
MP-70B	1290	MU arch-roof doubledeck motor coach	PRR	1948	132	CDC
MP-70BT	1291	MU arch-roof doubledeck motorized t.c.	PRR	1948	132	CDC
MP-70B	1292-1333	MU arch-roof doubledeck motor coach	PRR	1948-'9	132	CDC
MP-70BT	1334-1336	MU arch-roof doubledeck motorized t.c.	PRR	1949	132	CDC
MP-70AT	1337-1338	MU arch-roof doubledeck motorized t.c.	PRR	1947	132	CDC
MP-70A	1339	MU arch-roof doubledeck motor coach	PRR	1947	132	CDC
MP-70AT	1340-1341	MU arch-roof doubledeck motorized t.c.	PRR	1947	132	CDC
MP-70A	1342-1344	MU arch-roof doubledeck motor coach	PRR	1947	132	CDC
MP-70AT	1345	MU arch-roof doubledeck motorized t.c.	PRR	1947	132	CDC
MP-70A	1346	MU arch-roof doubledeck motor coach	PRR	1947	132	CDC
MP-70T	1347	MU arch-roof doubledeck motorized t.c.	PRR	1937	134	CDC
MB-54	1399	MU rr. roof motor baggage car	ACF	1914	—	
MP-54AT	1406, 1411, 1415	MU rr. roof motorized t.c.	ACF	1909	69	CDC
MP-54T	1421, 1422, 1428, 1429, 1433, 1434, 1437, 1439, 1450	MU rr. roof motorized t.c.	ACF	1908	72	CDC
MP-54AT	1452, 1459, 1464, 1478, 1480, 1483, 1484, 1490, 1497, 1501, 1506, 1510, 1520, 1526, 1528, 1532, 1542, 1547, 1548, 1552, 1553, 1554, 1557, 1559, 1560-1562, 1567, 1569, 1573, 1575, 1576, 1578, 1579, 1580, 1582, 1583, 1584, 1595, 1597, 1601, 1603, 1614, 1615, 1618, 1619, 1620, 1621, 1623, 1625, 1626, 1629, 1630	MU rr. roof motorized t.c.	ACF	1910-'3	69	13, 14,
MP-54A	1631-1632	MU rr. roof motor coach	ACF	1913	86	CDC
MP-54AT	1633	MU rr. roof motorized t.c.	ACF	1913	86	
MP-54A	1634	MU rr. roof motor coach	ACF	1913	86	CDC
MP-54AT	1635, 1636, 1638	MU rr. roof motorized t.c.	ACF	1913-'4	86	15

MP-54A	1641	MU rr. roof motor coach	ACF	1914	71	CDC
MP-54AT	1643, 1645, 1648, 1649	MU rr. roof motorized t.c.	ACF	1914	71	7
MP-54A	1651	MU rr. roof motor coach	ACF	1914	86	CDC
MP-54AT	1653	MU rr. roof motorized t.c.	ACF	1914	86	
MP-54A	1654	MU rr. roof motor coach	ACF	1914	71	
MP-54AT	1655, 1656, 1659	MU rr. roof motorized t.c.	ACF	1914	71	13
MP-54A	1661, 1662	MU rr. roof motor coach	ACF	1914	71	7
MP-54AT	1664	MU rr. roof motorized t.c.	ACF	1914	71	
MP-54A	1665-1666	MU rr. roof motor coach	ACF	1914	86	CDC
MP-54AT	1667-1669, 1671-1672, 1675	MU rr. roof motorized t.c.	ACF	1914	71	7
CT-54A	1677	MU rr. roof trailer club car	ACF	1913	44	
MP-54C	1704, 1705, 1708, 1717, 1718, 1727, 1728	MU orch-roof motorized t.c.	ACF	1922	78	
MP-54C	1731	MU arch-roof motor coach	ACF	1922	96	
MP-54C	1746, 1748, 1750, 1753-1755, 1766, 1776	MU arch-roof motorized t.c.	ACF	1923	78	
MP-54C	1786, 1788, 1792, 1797, 1799, 1801, 1815, 1823, 1830, 1834, 1836, 1838, 1851, 1853, 1857, 1858, 1960, 1864, 1865, 1868, 1870, 1873, 1874, 1888, 1889, 1893, 1898, 1899, 1913, 1915, 1930, 1931	MU arch-roof motor coach	ACF	1924-'7	78	16
MP-54D1	1949, 1953, 1956, 1957, 1960, 1962, 1968, 1969, 1972, 1975, 1979-1981, 1983	MU arch-roof motor coach	Pr. St.	1927	78	7
BUS	2000	Steam roof business obs.	?	1912	30	17
P-74	2001-2003	Steam roof parlor cars	Pullman	1924	—	18, 19
P-74A	2004	Steam roof parlor car	Pullman	1914	60	19
?	2005	Steam arch-roof diner	Pullman	1911	?	19
P-74C	2011-2012	Steam roof parlor cars	Pullman	1927	33	19
P-74D	2013-2031	Steam roof parlor cars	Pullman	1927	33	19
P-74DL	2032-2036	Steam roof parlor-club car	Pullman	1927	37	19
P-74EL	2037	Steam roof parlor car	?	1953	48	
MP-72C	2501-2522	MU arch-roof motor coach	Pull.-Std.	1955	120	CDC
MP-72T	2601-2674	MU arch-roof motorized t.c.	Pull.-Std.	1955-'6	123	CDC
T-72	2801-2844	MU arch-roof t.c.	Pull.-Std.	1955	123	CDC
P-72	2901-2980	Steam arch-roof coach	Pull.-Std.	1955-'6	120	
RDC-1	3101	RDC-1	Budd	1955	107	
RDC-2	3121	RDC-2	Budd	1955	84	
MP-70T	3500-3519	MU arch-roof motorized t.c.	Pull.-Std.	1953	128	CDC
MP-54A1	4135, 4137, 4138, 4140, 4143, 4145, 4146, 4151, 4153-4156, 4159, 4160, 4163, 4166-4168, 4171, 4172, 4174	MU rr. roof mod. motor coach	?	1930	89	CDC, 20
MP-54A	4176, 4179	MU rr. roof mod. motor coach	?	1930	89	CDC
MB-62	4205-4207	MU rr. roof mod. motor bag. car	ACF	1910	—	CDC
MBM-62	4209-4210	MU rr. roof mod. motor bag.-mail	ACF	1910	—	CDC
MB-62	4212, 4215, 4216	MU rr. roof mod. motor bag.-car	ACF	1910	—	CDC
MPB-54	4370-4372, 4374-4377, 4379-4381, 485-4391, 4393-4396, 4398	MU rr. roof mod. motor combine	ACF	1913-'4	65	CDC
MP-54B	4683, 4684, 4691, 4692, 4694, 4696, 4697	MU arch-roof mod. motor coach	ACF	1920	89	CDC
MP-54C	4701, 4735-4739, 4742, 4761, 4763, 4775, 4784, 4785, 4787, 4789-4791, 4793-4796, 4798, 4800, 4802-4814, 4816-4822, 4824-4829, 4831-4833, 4835, 4837, 4839-4850, 4852, 4854-4856, 4859, 4861-4863, 4866, 4867, 4869, 4871, 4872, 4875-4887, 4890-4892, 4894-4897, 4900-4912, 4914, 4916-4918, 4920-4929, 4932-4943	MU arch-roof mod. motor coach	ACF	1920-'7	89	CDC
MP-54D1	4944-4948, 4950-4952, 4954, 4955, 4958, 4959, 4961, 4963-4967, 4970, 4971, 4973, 4974, 4976-4978, 4982	MU arch-roof mod. motor coach	Pr. Stl.	1927	89	CDC
MP-54BT	5678-5682, 5685-5690, 5693, 5695	MU arch-roof mod. motorized t.c.	ACF	1920	91	CDC
MP-54CT	5698-5700, 5702, 5703, 5706, 5707, 5709-5716, 5719-5726, 5729, 5730, 5732-5734, 5740, 5741, 5743-5745, 5747, 5749, 5751, 5752, 5756-5760, 5762, 5764, 5765, 5767-5774, 5777	MU arch-roof mod. motorized t.c.	ACF	1922-'3	91	CDC
T-54A	6403, 6404, 6411, 6416	MU arch-roof mod. t.c.	Std. Stl.	1921	91	CDC
T-54B	6425, 6428-6432, 6435, 6437-6439, 6442, 6487-6489, 6491, 6494-6498, 6506, 6508-6511	MU arch-roof mod. t.c.	ACF	1923-'7	91	CDC
T-54B	6842, 6847	MU arch-roof mod. t.c.	ACF	1923	91	CDC
P-54D	7002-7004, 7006, 7008, 7009, 7011, 7013, 7014, 7016-7018, 7023-7025, 7028, 7029, 7031, 7035, 7036, 7037, 7040-7048, 7091, 7092, 7094, 7095, 7099, 7101, 7102, 7106, 7107-7119, 7123, 7124, 7127-7130, 7132-7134, 7136-7138	Steam arch-roof mod. coach	ACF	1927	88	21 22
P-54D	7392-7401, 7408, 7409, 7414	Steam arch-roof mod. coach	Std. Stl.	1931	88	23
P-54D	7424, 7426, 7433, 7436	Steam arch-roof mod. coach	ACF	1933	88	24
P-54E	7455, 7456	Steam arch-roof mod. coach	ACF	1923	88	
P-54D	7462, 7465, 7467-7472, 7474, 7475, 7478, 7481	Steam arch-roof mod. coach	ACF	1926-'7	88	25
P-54D	7483, 7485	Steam arch-roof mod. coach	ACF	1926-'7	88	24
P-74A	7501-7505	Steam roof mod. coach	Pullman	1926	118	26
P-74B	7521-7550	Steam roof mod. coach	Pull.-Std.	1935-'7	117	27 thru 31
PB-57	7610-7618	Steam arch-roof mod. combine	ACF	1927	64	
B-60B	7715-7716	Steam arch-roof mod. bag. car	?	1928	—	
BM-60B	7717	Steam arch-roof mod. bag.-mail	?	1928	—	32
B-60B	7719-7721, 7723, 7724	Steam arch-roof mod. bag. car	?	1928	—	
BM-60	7737	Steam arch-roof mod. bag. mail	?	1928	—	32
B-60	7738	Steam arch-roof mod. bag. car	?	1928	—	33
B-62	7740	Steam roof mod. bag. car	ACF	1911	—	34
BM-62	7743	Steam roof mod. bag. mail	ACF	1911	—	
B-70	7750	Steam roof mod. bag. car	Pullman	1917	—	35
BM-60C	7751-7752	Steam roof mod. bag. mail	B&S	1914	—	36
BM-60D	7753	Steam roof mod. bag. mail	Osg. Brdly.	1929	—	36
B-60D	7754-7755	Steam arch-roof mod. bag. car	Osg. Brdly.	1929	—	36
B-60C	7756-7758	Steam roof mod. bag. car	Osg. Brdly.	1922	—	36
P-71	8506-8509	Steam arch-roof mod coach	?	1924		37
P-71A	8510-8513	Steam arch-roof mod coach	?	1931		37
P-63	8514-8516	Steam arch-roof mod coach	?	1917	?	38
?	8517-8522	Steam coach	Osg. Brdly.	1925-'6		39
P-74B1	8551-8553	Steam arch-roof mod. coach-buffet-lounge	Pull.-Std.	1937		40

Refueling a Class FP-24sc unit with amber-colored No. 2 Gulf diesel oil.

MU arch-roof trailer coach, seating 76, built by Standard Steel in 1921.

Interior view of LIRR double-decker.
A. F. Sozio, 17 E. 42nd St., New York City

38 TONS OF GOLD ON ONE TRAIN

by Roll Morton

Former clerk, U.S. Railway Mail Service

A GOLD PANIC was threatening the Nation. A business recession had set in. The United States Government's supply of precious yellow metal in the Sub-Treasury at New York City had shrunk alarmingly low to $43 million, due to the heavy demand for gold by European countries and the cashing of an unusually large number of gold certificates by people who feared a financial disaster.

Charles Foster, Secretary of the Treasury under President Cleveland, was frightened at the thought of what might happen if the New York gold supply were wiped out and the gold certificates in circulation could not be honored. The Nation's credit would be safe, he decided, if the New York vaults had an additional 38 tons of gold, valued at $20 million. That much coinage was available in San Francisco, but how could he rush it across the country in a fast shipment? By rail, of course!

On occasions, the railroads had carried Federal gold worth up to $100,000 at a time from the West Coast in locked and registered pouches and cowhide trunks. Western outlaw gangs were robbing mail and express cars but as yet had missed the Government's gold shipments. Twenty million would be a juicy plum. Foster spent a sleepless night wondering whether or not it would be pushing luck too far to entrust those 38 tons to a single train.

He called a conference of Postmaster General John Wanamaker and other Department officials. They all agreed that, because of the urgency, the entire $20 million should be shipped immediately, on a special train, heavily guarded.

Captain James E. White, the tough General Superintendent of Railway Mail Service, who had been a Union Army officer during the Civil War, took charge of arrangements. He ordered his division superintendents throughout the country to recommend 45 good clerks, preferably Civil War combat veterans, for the dangerous job of escorting the gold shipment but not telling anyone why he had been picked or for what job. Captain White asked them all to meet him in Omaha on July 28th, 1892. The men thought the Department was giving them a free trip to inspect Post Office installations. White let them think it.

Forty-five clerk-guards rode regular passenger trains from their homes to Omaha. The Burlington and the Lake Shore & Michigan Southern supplied a car apiece to transport the minted gold. Union Pacific offered two cars, normally used on pay-trains, which had barred windows and were lined with bullet-resistant boilerplate. From the Southern Pacific came a car to be coupled directly behind the tender. Post Office division supers would ride this car and look out ahead for possible outlaws.

The 45 picked men assembled in Omaha and left at once for San Francisco, arriving there August first. Each man was to be given a Springfield rifle, a 45 calibre Colt revolver, and 3,000 rounds of ammunition. This hardware was secretly packed into chests and, for the time being, kept out of sight of the men on the special train.

Meanwhile, the 38 tons of gold in denominations of $5, $10, and $20 was distributed among 500 boxes. The coins were placed in bags at the rate of eight bags to a box. Each box was then put on the scales. It weighed 162 pounds. The lids were fastened down with strong screws and sealed twice. After that, Postmaster Backus of San Francisco personally went to the Sub-Treasury in that city, registered each box, and handed White the receipts.

White had asked his superintendents to pick seasoned war veterans for this assignment; but some of them, for reasons best known to themselves, had selected young fellows who regarded the whole affair as a lark and who, upon reaching the Barbary Coast, roamed the city in search of girls.

Meanwhile, cars from four railroads had rolled into the Southern Pacific yards and were coupled behind a high-wheeled steam locomotive. The cars were connected by heavy chain as well as coupling pins, for Captain White, a former Railway Mail clerk himself, knew what could happen if a drawbar were pulled out. People eyed the cars speculatively.

To allay suspicions, White spread a report that he was expecting a silk special from Seattle which would be unloaded at San Francisco and reloaded for a swift run to New York City. This story might have fooled most people. But railroad men and others, before the days of nylon hosiery, knew that valuable silk shipments from China arrived further north and were loaded directly into Northern Pacific, Great Northern, or Canadian Pacific trains and routed eastward at top speed without reloading.

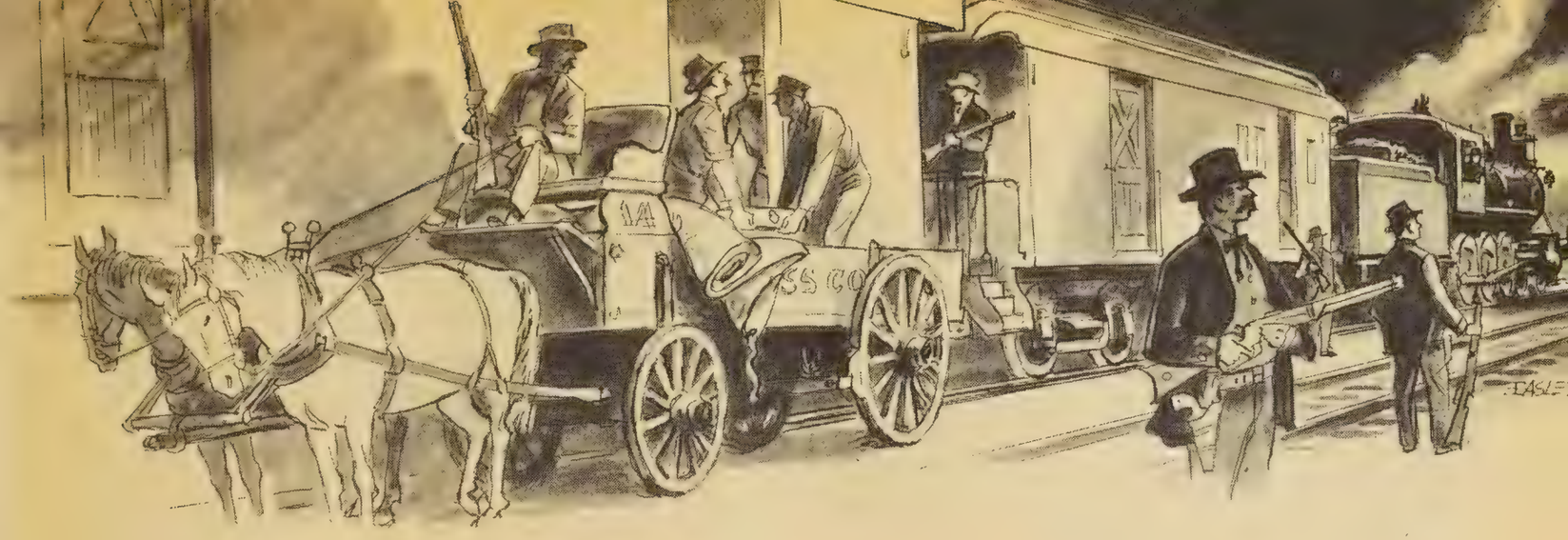
The Railway Mail clerk-guards did not learn the importance of their mission until they were rounded up, taken aboard the gold special, and shown the arsenal. Even then they were not told what they were to guard or when their train would leave. Those who had dates with local belles were angry at this interruption of their lovemaking plans.

A wagon train hauling the boxes of gold under tarpaulins and guarded by Federal men with six-guns moved grimly through the city streets from the Sub-Treasury to the SP yards. As each box was lifted into the cars, Captain White checked it from his registry receipts. The mysterious boxes were laid one deep on the car floors, but not in the first car, in which the supers would ride. A center aisle was left between the rows so that nobody would have to walk on the boxes when going from one car to another.

Before sun-up on August 4th the treasure caravan chugged inconspicuously out of the yards, beginning its long run to New York. A misty smoke-plume bending backward from the stack drifted across the car tops like a comet's tail.

The special pulled into Sacramento half an hour late. It lost more time when a drawbar was yanked out on a steep grade. Only the ponderous chains prevented a wreck. The train was running as a second section of the eastbound *Transcontinental*—a mail train discontinued many years ago—but instead of being only ten minutes behind the *Transcontinental,* which its orders called for, the gold train dropped three hours behind while a new drawbar was being installed at Colfax.

Because of this delay, the special lost its rights of priority over everything else on the road. It was sidetracked for all westbound trains, even slow freights. The Nation's honor was at stake. Captain White fussed and fumed.



"I can't do a thing about it," the conductor said defensively. "My orders are to go in the hole."

At one stop White marched the skipper into the dispatcher's office. DS phoned the assistant general manager at San Francisco. Result: an order that White's train be given all speed possible within safety limits.

The engineer took that order at face value. He wheeled the 38 tons of gold at 65 miles per hour around the sharp curves parallelling the Humboldt River. The cars swayed dangerously. Steel flanges shrieked in protest. The men clung to anything stationary to stay on their feet. Captain White sent a clerk over the tender to tell the engineer to slow down.

When the galleon-on-wheels stopped at Ogden, alongside the first section of the *Transcontinental,* it was on time. White could hardly believe his ears when, after taking such extraordinary precautions to insure secrecy, he heard newsboys outside the train shouting the name of the Salt Lake City newspaper and, "All about the gold shipment! Twenty million dollars from San Francisco to New York by special train!"

The captain was furious. He did not think that the clerk-guards had leaked his plans, for they were not told about the gold until the last minute before departure from the West Coast. But how did the word get out? It was a mystery then and is still a mystery today. Salt Lake City newspaper men, pleading "freedom of the press," refused to reveal the source of their tip.

The guards and superintendents had been grumbling over their cold meals. But at Ogden, Captain White permitted them to eat their fill, in relays, at the depot restaurant, saying that the Government would pay the bills. From Ogden, the special ran as the first section of the *Transcontinental* to Rawlins, Wyoming, where a fresh crew took over.

The new hogger balked. "I'm not pullin' this train," he said. "I know what's in the cars and I'm not takin' any chances. I'm a married man with a family. My train's been held up twice already by bandits and I don't aim to have it happen again."

White replied that the newspaper hadn't told the whole truth. It hadn't mentioned that the gold special was guarded by fifty men armed with Springfield carbines and Colts and that each man had 3,000 rounds of ammunition.

The engineer grinned. "In that case, let's get the show on the road!"

They burnished the rails to Laramie, changed crews again, and from there they climbed Sherman Hill, the long rugged slope of the Continental Divide. The train stopped briefly at the village of Sherman, on top. There the conductor heard men's voices that seemed to come through the end of one car. Guards rushed to the door with guns raised. All they saw were a few tramps, their faces dirty from engine soot, trying to ride the blinds. At the sight of armed guards, the tramps fled.

From Cheyenne eastward the route was downhill for about 500 miles to Omaha. Over this trackage Captain White hoped to average 45 mph. But the engine slipped an eccentric and rumbled into Omaha three hours late.

They crossed the Big Muddy to the Union Pacific depot at Council Bluffs. Here a Burlington engine and crew took over. The CB&Q tracks across Iowa were smooth and well ballasted and at times the speed rose to 70. It was the fastest run made in Iowa up till that time. But in Illinois hotboxes developed and the gold caravan was delayed.

Captain White's special steamed into Chicago 80 minutes behind schedule. The Lake Shore & Michigan Southern had a trim high-wheeler waiting for the gold, but failed to make up even a minute of lost time. In fact, at Buffalo the train was two hours and 40 minutes off the advertised.

Then the New York Central & Hudson River stepped into harness. Vice President Webb of that road boasted that he personally would bring the gold into Grand Central Station on time.

On the run to New York an inexplicable mishap occurred. Every wheel on one side of each car suddenly hit something that lifted it above the rail. Captain White held his breath. Then the wheels settled down on the steel in such a way that none was derailed! At the next stop, section men were hastily routed out and sent to the scene. They could not find anything of a suspicious nature. It was the second mystery of the gold run.

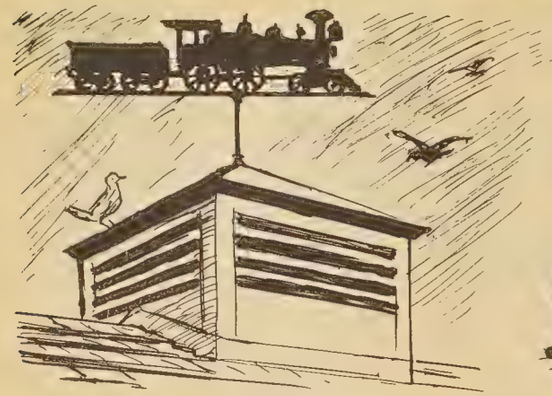
On August 9th at 10:40 a.m. the special pulled into Grand Central, to be met by a group of brass collars. White checked off the 500 boxes of gold from his registered mail receipts. Then, under heavy guard, the shipment of glittering coins was hauled downtown to the Treasury Building under heavy guard.

Each clerk-guard was given a two-day vacation with pay to see the sights of the big city, but no cash bonus. One of them sent a telegram, at Captain White's expense, to a pretty society girl living in San Francisco, explaining why he had suddenly broken a dinner date with her. A few months later, White attended their wedding.

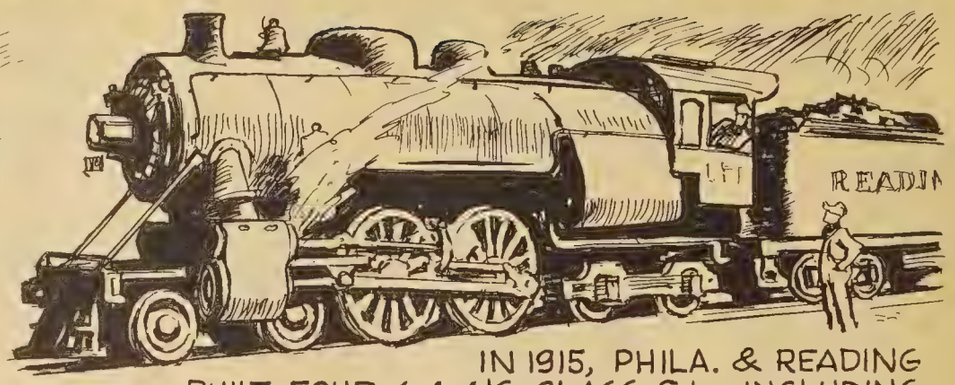
The Government spent a total of $1,640.86 to bring those 38 tons of minted gold across the country. This metal averted a panic and saved the Nation's honor. It was the most valuable shipment ever handled by the Post Office as registered mail. ●

ALONG THE IRON PIKE

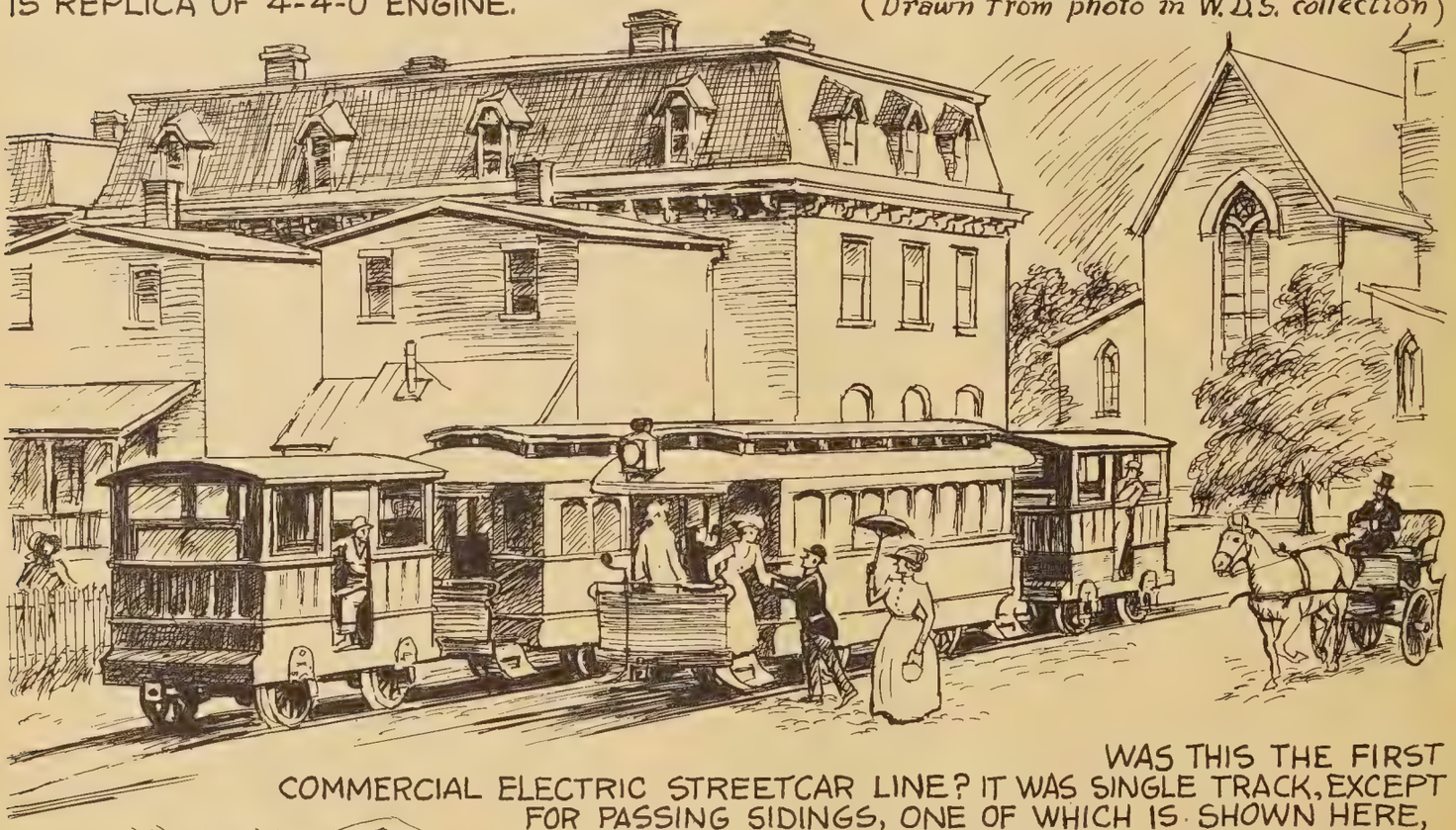
by Joe Easley



WEATHERVANE ON TOOLHOUSE OF M. ROSS AT ROCKFORD, MICH., IS REPLICA OF 4-4-0 ENGINE.



IN 1915, PHILA. & READING BUILT FOUR 4-4-4'S, CLASS C-1a, INCLUDING THIS ONE, NOS. 110-113, BUT NEXT YEAR REBUILT THEM ALL AS ATLANTIC TYPES, NOS. 350-353, CLASS P-7a.
(Drawn from photo in W.D.S. collection)



WAS THIS THE FIRST COMMERCIAL ELECTRIC STREETCAR LINE? IT WAS SINGLE TRACK, EXCEPT FOR PASSING SIDINGS, ONE OF WHICH IS SHOWN HERE, AND RAN 3 YEARS AT BALTIMORE, MD., BEGINNING AUG. 10, 1885, THEN RESUMED HORSE OPERATION.

78-YEAR-OLD STATION AT NORTH REDWOOD, MINN., IN WHICH SEARS-ROEBUCK MAIL-ORDER BUSINESS BEGAN, IS NOW MUSEUM OF REDWOOD COUNTY HISTORICAL SOCIETY.

FOR 8 YEARS "LAMP" RODE TRAINS ALONE, ALL OVER ITALY. DIED LAST YEAR. TODAY A TRACKSIDE STATUE AT CAMPIGLIA MARITIMA, ITALY, HONORS "TRAVELING DOG, 1961".

Steve Maguire's TRANSIT TOPICS

Line train for service on electrified route of the Canadian National Railways.
Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

EIGHT rail rapid-transit routes to be built out of the Washington, D.C., downtown area are recommended to President Kennedy by the National Capital Transportation Agency. The proposed lines, costing $793 million, would be greatly superior to any rapid-transit system now existing in North America, says NCTA.

Steve Maguire

To assist in financing the project, NCTA wants $638 million cut from the 1959 regional highway proposal. Fares on the new transit lines would be much cheaper than present bus fares while the schedule of estimated time for trips would be so far under the current bus timetables that the latter would look ridiculous by comparison.

The new lines would cover a total of 83 route-miles, including two subways, enabling passengers to reach all important nearby areas. Forecasting that by 1980 the density of automobile traffic through downtown Washington could not be accommodated by even the largest practicable highway system, NCTA urges that the congested area be given a means of rapid distribution free from conflict with surface traffic.

Light, modern trains would run through suburban areas at speeds averaging 45-50 miles per hour, including stops. "They will be attractive and comfortable," the report said, "air-conditioned and well-lighted. Modern insulating methods and track construction will keep noise to a minimum."

PHOTOS and negatives of trolleys operated by Oshawa Railway and the Toronto Transportation Commission will be taken to order, in trade for good steam negatives, writes Wm. Carruthers, 405 Belsize Dr., Toronto, Canada.

OPPONENTS of buses struck at the Seattle (Wash.) Transit System the other day by slapping up their pro-trolley literature on "Bus Stop" signs around the city. In various places in the Green Lake area, the "Committee for Modernization of Electric Transportation" covered the bus stop signs with mimeographed sheets which warned:

"The Transit Commission plans to replace the clean, efficient trolley coaches on our line with slow, noisy, air-polluting diesel busses. They are trying to destroy our investment in a future electric rapid transit with inequitable comparisons and gimmick phrases.

"Fight for re-circulation of Seattle dollars by buying our own clean inexpensive electric power instead of costly out-of-state fuel!

"Protect our Transit and City Light facilities by demanding fast, economical, smog-free service with new, long-lasting trolley coaches. Help to prevent increased fares! Write to your councilmen and Mayor!"

Walt Thayer sent us this news item, clipped from *The Seattle Times*.

PITTSBURGH RAILWAYS is asking permission to abandon its Castle Shannon line, the last of five inclines it once operated. According to James Cerny, 1022 Province St., Pittsburgh 12, Pa., the company claims it loses nearly $50,000 a year on the incline, which has a 30-cent fare—shortest ride in the city for that fare.

The system also may have to abandon one of its tunnel lines, Dormont route 38. The Pennsylvania State Highway Department refuses to repave West Liberty Avenue, over which it operates, unless the car tracks are removed!

Commenting on the arbitrary decision, the Pittsburgh *Press* says: "If this unequal battle of the auto vs. the trolley continues much longer under present circumstances, the crippling of mass transit will be inevitable."

Duquesne Incline between W. Carson St. and Grandview Ave. went broke and, with PUC approval, quit service, reports Donald Slick, 101 Wilson Ave., Oil City, Pa.

Don also tells us that Johnstown (Pa.) Traction, which gave up trolleys for buses 2 years ago, went into receivership last November. The usual loss of patronage that follows "busification" of rail lines must have contributed to its failure.

LOS ANGELES PCC's 3007 and 3008 are readied for shipment to Korea, where many old L.A. trolleys run. Since L.A. track gage matches Korea's, more surplus L.A. cars may follow them to the Orient as U.S. foreign aid.

TWO trolleys that hauled railroad men to and from the job are now stored idle in roundhouses, says Earl Clark, 825 Taft Rd., Cincinnati, O. One is DM&IR yard car W-56, a dieselized interurban car from Minneapolis, Anoka & CR, replaced by station wagon and now for sale at Proctor, Minn. (Pic in Aug. '58 issue.) The other is a single-truck ex-Toronto trolley which used to carry CNR men at Neebing yard, Fort William, Ont. (Pic in Dec. '56).

APRIL 20: Orange Empire Trolley Museum holds annual tour via Santa Fe frt.-only branch to Ramona outdoor play. Lv. L.A. Union Sta. 9:45 a.m. Fare $13, kids $9, incl. pageant, barbecue. Final date for reservations and pay April 5. Contact E. J. Von Nordeck, P.O. Box 501, Perris, Calif. Profit from trip will maintain and improve the Museum.

SUBWAY. "I have a complaint about your department," writes George J. Schweitzer, Brennan Road, Columbus, Ga. "That is your lack of coverage of New York's subway system, the largest and most complex underground transit system on earth."

We don't ignore this subject. But our material comes largely from readers and they send us few subway items. In fact, we have seen very little interesting news recently of the New York system except for the Lexington Avenue IRT modernization. Costing some $138 million, this heavily congested East Side subway line has had all its platforms lengthened for 10-car trains, a new signal system installed, and a new lower level express station built at 59th Street. Built over a three-year period, this new stop was opened last November. Escalators provide free transfer to the BMT and IRT local platforms. The BMT line crossing the IRT at this point is sandwiched between two IRT levels.

The only other major development on New York subways is the delivery of

Boston MTA car from Dallas, Texas, on the Mattapan-Ashmont high-speed line. (Whoever sent us this photo didn't write his or her name on the back.)

a large number of new red cars, similar to the one bought since 1954. (The automated shuttle is covered in Peter Josserand's article, page 19 of this issue.)

London will have a new subway in about six years, reports Edwin Piper, 19169 32 Mile Rd., Romeo, Mich. It will run from Victoria Station northeast for nearly 11 miles.

Tokyo, Japan, plans a greatly enlarged subway network that will bring its system from the present 33 miles of track to third place in world mileage, exceeded only by New York and London systems. Tokyo's streets are so cluttered with trolleys, buses, and private automobiles that more traffic has to be routed underground.

ALMOST unnoticed, a new trolley line, 1¼ miles long, has gone into operation. Gerald Brookins of North Olmsted, Ohio, built the Columbia Park & Southwestern on the vast acreage he owns in nearby Olmsted Falls, where he also has a shopping center and trailer parks. Barely two hours after overhead wire had been installed on the entire line, a car made the first run from the easterly end of track at the shopping center on Columbia Road to the other end at Fitch Road. Your *Transit Topics* editor enjoyed the ride, along with other invited guests. Despite clouds and rain, October 20th was a memorable date.

Afterward, a group of Cleveland and local fans took over, using the variety of cars now housed in a 350-foot barn. Included were open trolleys bought from right off the streets of Veracruz, Mexico; ex-Cleveland center-door cars running in multiple-unit, and interurban cars originally from the Aurora, Elgin & Fox River but obtained by Gerald from Shaker Heights Rapid Transit.

Regular service on the new line is being delayed by a dispute with an opinionated building inspector, who hasn't yet issued a permit to run the trolleys, presumably because of the trailer park business.

ANOTHER new electric operation, *Railroads to Yesteryear, Inc.*, located at the East Broad Top Railroad, Shade Gap branch, in Rockhill Furnace, Pa., ran its first trolley, ex-Johnstown Traction car No. 311, over 1800 feet of track last September. Additional track and overhead will be added in the hope of eventually running all the way down the scenic, six-mile, now-abandoned right-of-way to Shade Gap. The outfit also owns Chicago, Aurora & Elgin interurban car No. 315 and a D.C. Transit snow-sweeper.

LOS ANGELES Metropolitan Transit Authority will abandon the remainder of its surface rail lines March 30 and depend entirely on buses. This will add immeasurably to highway congestion. LAMTA hasn't been able to fulfill any of its wonderful promises. It knows that voters won't go for expenditures that are not financed, and LAMTA can't get financing. Meanwhile, it treats commuters of the former Pacific Electric transit routes to the stench of diesel fumes. We thank the readers who sent us this doleful news.

If Congress were to pass the rapid-transit bill sponsored by Senator Harrison A. Williams, Jr., it might help the L.A. situation. Your *Transit Topics* editor has often met Senator Williams in the courts of his home state, New Jersey, and holds him in high regard. But the chance of this bill are slim.

ST. LOUIS Public Service Co. has contracted to sell its system to the Bi-State Development Agency, conditioned on the latter's being able to buy up other transit lines, unify them, and meet other obligations.

PENNSYLVANIA had 33 street railways operated by horse-power in 1872, according to an old *Annual Report of the Auditor General of the State*. Those lines, mostly in Philadelphia and Pittsburgh, boasted a total of 260.48 miles of road laid with track of gages divided about equally between standard and 5′2″ or thereabouts.

Weight of rail per yard ranged from 55 pounds on three Philadelphia lines to 16 pounds in Williamsport. Despite the very light rail in the latter city, none of the 17 persons killed or 25 injured in Pennsylvania transit accidents that year were Williamsport casualties.

Total annual revenue for the 33 lines was $4,938,598.81. Number of passengers carried that year, 77,828,469. Altogether, the companies owned 899 first-class passenger cars, 83 second-class passenger cars, and 66 other cars. They also had 5,597 horses and mules, whose manure, sold to farmers, yielded $53,570.64 in revenue.

THE READING'S Fox Chase branch will be electrified by 1964, due to greatly increased passenger traffic resulting from lowered fares in connection with Philadelphia's "Operation Northeast," writes Arthur P. Munson, 25 Hillside Rd., Levittown, Pa. Before the "Operation" project began, this branch (inner portion of the line to Newtown) saw only two passenger trains daily and an occasional freight, all dieselized. But once it had gone into effect, as many as nine passenger trains a day were scheduled, and within two years patronage rose a whopping 430 percent. Electric overhead will be installed from Logan to Fox Chase. The estimated cost, $2 million, will be repaid by the City of Philadelphia over the next 25 years.

CHICAGO Transit Authority's new elevated trackage on the Lake Street line at Oak Park, Ill., went into operation last October 28 as cars began running on the Chicago & North Western embankment. City, county, state, and federal agencies shared the project's cost, $4 million.

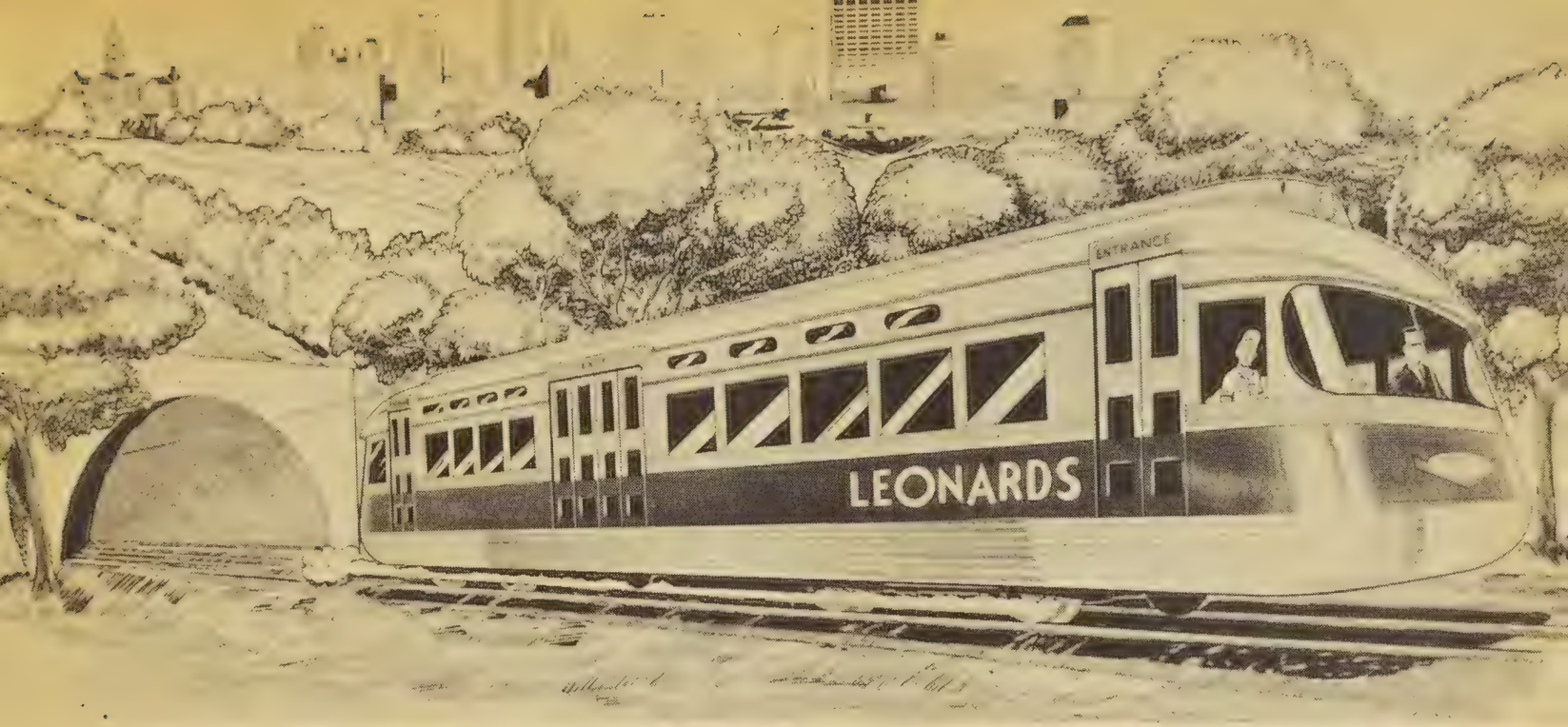
Eliminated are 22 grade crossings in the 2½-mile stretch between Laramie Avenue, Chicago, and Harlem Avenue, Oak Park, where rapid-transit trains had operated at street level since 1901. Improvements for the Lake rapid-transit route scheduled for the immediate future include the expenditure of at least $15 million for "new look" cars featuring the most recent advances in rider comfort and high speed.

Relocating CTA's tracks introduces a concept new to Chicago, where never before had rapid-transit trains shared a right-of-way with other than electrically-operated passenger carriers. The modern trend is further emphasized in the construction of five new stations, each different in color.

SIXTY-FIVE trolleys of the Brisbane, Australia, system were destroyed in a fire at Paddington car barn last September, reports Ken McCarthy, 155 Parkside Dr., Dapto, New South Wales, Australia. Three other cars were pulled to safety before the overhead wires collapsed. At first it was thought the company would be very short on equipment, with only 301 trams left, but careful scheduling showed a lack of only 12 vehicles in peak hours.

The Sydney Transport Dept., which had just finished scrapping hundreds of relatively new and usable electric cars, sent 15 buses to help out. They could spare these because, since their conversion from trolleys in 1961, the system had lost 15,000,000 annual fares.

Ken says that Brisbane plans to build 12 new trolleys. Apparently the city



Portal of the South's first subway, a 1400-foot route between Leonard's department store in Dallas, Tex., and parking lot. The artist who pictured one of the line's five PCC's from District of Columbia transit forgot to show its pantograph.

realizes that when railway lines disappear, so do their passengers—as Sydney found out, too late.

CORRECTIONS. Mentioning James C. Donald's efforts to get a Glasgow tram for the Seashore Electric Museum at Kennebunkport, Maine, in our October issue we inadvertently called him an Englishman. Actually, he is Scotch. He sent us his portrait in kilts. Sorry, Jim!

We made another slip by referring to Oshawa Railway as the Canadian National's last electric, ignoring the CNR suburban juice lines out of Montreal. Walter Ryan, 5555 Rue Dudemaine, Montreal, Canada, set us straight.

Walter says CNR has 17 multiple-unit coaches, built in 1954, and 8 electric locomotives, 6 of them originally built in 1906 by Hamilton Steel Works. The MU trains run through the Mt. Royal Tunnel to Cartierville, St. Eustache, and Montreal, carrying 40,000 commuters daily. But since Montreal Transportation Commission will soon take over these lines as part of its new subway system, Canadian National does not bother to develop them further.

Photo in Aug. issue, page 21, described by *The Cincinnati Enquirer* as Cincinnati's unused subway really shows Newark subway.

Electric Railway Publications

THE INTERURBAN ERA, Wm. D. Middleton's big new book, is selling so well that the Kalmbach organization has asked him to do another book, THE TIME OF THE TROLLEY. Bill is working on this project, covering subways, els, even horsecars, as well as trolleys. He lives at 6929 Dousmar Drive, Norfolk 18, Va., and is interested in getting information and anecdotes about unusual or little-known happenings in North America's street railway era. Also rare pictorial material.

SACRAMENTO NORTHERN, a 206-page illustrated book on the classic interurban line that ran northwest out of San Francisco, may be bought for $3 from the author, Ira Swett, 216 South Western Ave., Los Angeles 4, Calif. Included are many hitherto unpublished views of big green cars of this line that now has several dieselized sections operating as a Western Pacific subsidiary. We would have preferred to see the fine photos reproduced on smoother paper, but the book itself, Interurban Special No. 26, is a welcome addition to the excellent works published by Ira in past years.

RAILWAY EQUIPMENTS AND LOCOMOTIVES IN THE FAR WEST is a reproduction of a 1915 Westinghouse publication covering big interurban lines: 44 pages, 8½x11", a short history of each road, many photos. Issued as Bulletin 39 of Electric Railway Historical Society, P.O. Box 3305, Merchandise Mart Sta., Chicago 54, Ill.. it costs $2.

MANX ELECTRIC, 1957-'62 is a 12-page illustrated account of Great Britain's last interurban-type line and its rehabilitation under government control. This 3-foot-gage line on the Isle of Man, dating back before the 1900's, has 90-foot-radius curves and 20 miles of open track. Copies may be had from Light Railway Transport League, 245 Cricklewood Broadway, London NW 2, England, at 1 shilling, 3 pence, payable by international money order obtainable at any post office. (Overseas publishers of electric literature should quote their prices for us in U.S. and Canadian money.)

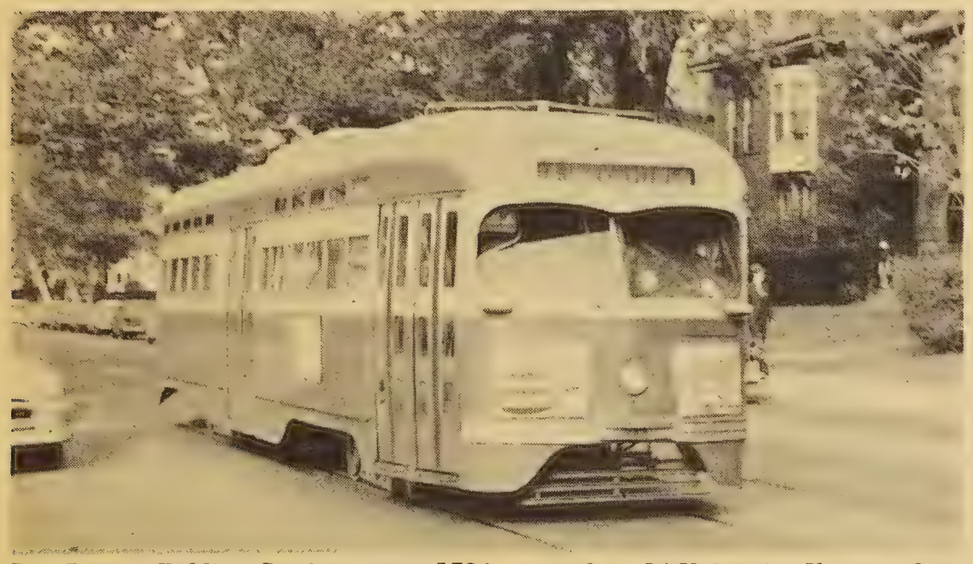
100-YEAR PITTSBURGH HISTORY OF INCLINES, 1863-1963, an interesting 8-page brochure, may be had at 25c from Monongahela Inclines Plane Co., West Carson St., Pittsburgh 19, Pa.

A NEW bi-monthly journal of New York subway news, BETTER TRANSIT BULLETIN, is available at $2 a year from Committee for Better Transit, P.O. Box 3106, Long Island City 3, N.Y.

JAPAN'S new super-electrified railroad, the 130-mph Tokaido line, was covered in Oct. '62 issue of HEADLIGHTS: "The Magazine of Electric Railways," available by mail at 40c a copy from P.O. Box 80, Church Street Sta., New York 8, N.Y.

STORY of the Las Vegas trolley line that ran over part of the Santa Fe Railway and had a busy carload ice business was told in Sept. '62 issue of NEW MEXICO RAILROADER, monthly journal of Railroad Club of New Mexico, 2737 Graceland Dr., N.E., Albuquerque, N.M.

ORANGE EMPIRE TROLLEY MUSEUM, Box 501, Perris, Calif., has just issued a beautiful color postcard of juice motor 1624, first of a series of cards selling at 5c each. Many PE route timetables also are for sale, proceeds to go for restoration of the museum's collection of trolleys. Enclose a self-addressed stamped envelope with every order or request for information. ●



St. Louis Public Service car 1784 on the 14-University-Clayton line.
Jim C. Seacrest, 2750 Woodcrest, Lincoln 2, Neb.

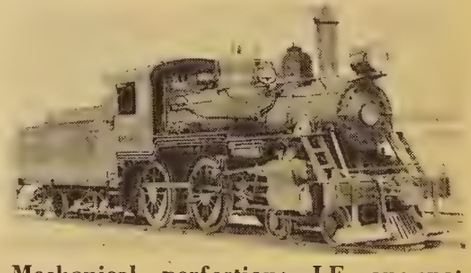
INTERESTING RAILFANS NO. 13-WILBUR T. GOLSON

WILBUR T. GOLSON looks somewhat like Governor Nelson Rockefeller of New York but is on the other side of the political fence. Although a grandfather was a Union Pacific trainmaster, Wilbur did not get interested in railroads till age 44, when he began photographing them for E. Harper Charlton, author of railroad and transit books. Later, Bill Witbeck, whom he calls "one of the all-time greats in rail photography," introduced him to the Louisiana Eastern Railway, Paulsen Spence's steam heaven at Shiloh. There he did firing, railroad running, switching, car-loading, etc. At length Mr. Spence rewarded his enthusiasm by hiring him as a full-fledged locomotive engineer to pull Sunday fantrips as well as week-day sand and gravel trains.

Wilbur goes for small steam engines in a large way. Doesn't care for "the big brutes." He has traveled all over U.S.A. to visit shortlines, museum operations, and locos on display, and has taken about 3,000 steam, diesel, and transit shots. He processes his own films and sends prints to crew men who spotted trains or engines or created smoke for his camera.

Born February 18, 1914, in Chicago, he now lives at Baton Rouge, La. (9124 San Lo Drive), and is a communications engineer with the Louisiana State Police, due for retirement in 1964 with 20 years service. Besides his wife Mary, a married daughter, and a son, 15, Wilbur has an old pet tomcat and a back-

Wilbur T. Golson



Mechanical perfection: LE one-spot.

We see Wilbur T. Golson in the cab proudly operating Louisiana Eastern's 2-spot; a photo he made of that same engine with black smoke, and the dismal graveyard of Spence's fine collection of steamers as it looked last September. Two engines were saved from the blow-torch: No. 11 (shown in background and) No. 1 (sold). Smallest picture is Golson's favorite.
Ron Ziel, 185 Hall St., Apt. 808, Brooklyn 5, N.Y.

yard railroad, 1½" scale, 7½" gage. He belongs to more railfan groups than anyone else we know of: R&LHS, NRHS, ERA, CERA, NMRA, and Ohio Railway Museum.

The Louisiana Eastern picture-story in our June '62 issue thrilled him. A few months after Mr. Spence's death, the Shiloh collection of fine old steam locomotives was scrapped, except for two engines sold. Wilbur compiled this LE roster as it was in January '62.

Louisiana Eastern Roster

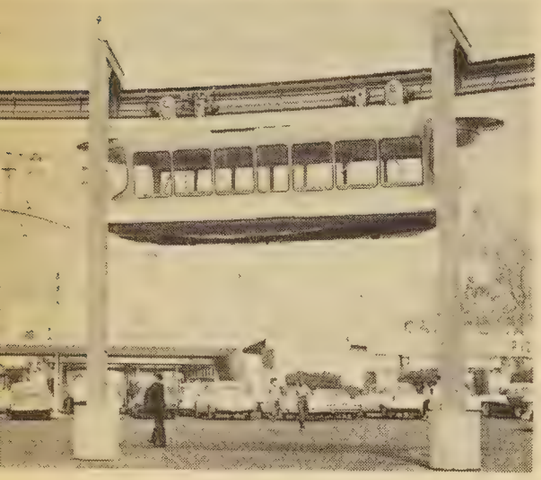
Initials designate the roads from which LE acquired engines: San Antonio & Aransas Pass; Southern Pacific; Gulf, Mobile & Ohio; Texas & Pacific; Illinois Central; Nickel Plate; New Orleans, Natalbany & Natchez; Abeline & Southern; Mississippi Central; Louisiana & Arkansas; Grand Trunk Western.

In '51, LE scrapped Colo. Mid. 202 (2-8-0, Bald. 1901); La. Ry. & Nav. 82, Patsey (2-6-0, Baldwin '09); Ala. & Vicks. 421 (0-6-0, Baldwin '08). The LE sold the following locos: MC 140 (LE 16) to Feliciana Eastern in 1956; MC 98 to Strasburg in 1960; Red River & Gulf 104 (Comite Southern 1, LE 1) to Stone Mt. Scenic.

LE No.	Previous Road No.	Builder	Bldr's Number	Year Built	Wheel Arngt.	Sent to LE
1	SA&AP 60 SP 220, 260	Baldwin	55390	1922	4-4-0	1954
2	GM&O 580	Baldwin	60339	1929	4-6-2	1950
3	GM&O 581	Baldwin	60340	1928	4-6-2	1950
4	T&P 700	Baldwin	51574	1919	4-6-2	1953
5	IC 1180	Alco	62517	1920	4-6-2	1955
6	IC 1196	Alco	62533	1920	4-6-2	1958
7	NKP 173	Lima	7398	1929	4-6-4	1960
8	NKP 174	Lima	7399	1929	4-6-4	1960
9	NKP 175	Lima	7400	1929	4-6-4	1959
10	NON&N 202 C&C	Alco	66953	1926	2-8-2	1959
11	A&S 20	Alco	67102	1926	2-8-2	1953
12	MC 120	Alco	63072	1921	2-8-2	1953
13	L&A 562	Lima	7642	1936	2-8-2	1952
14	L&A 563	Lima	7632	1936	2-8-2	1952
15	L&A 565	Lima	7645	1936	2-8-2	1954
16	IC 3769	IC	3917	1923	2-8-2	1957
17	GM&O 475	Lima	6917	1924	2-8-2	1950
18	GM&O 485	Alco	67571	1926	2-8-2	1950
19	T&P 800	Baldwin	52043	1919	2-8-2	1953
20	T&P 810	Baldwin	52144	1919	2-8-2	1953
21	GM&O 45	Alco	60172	1919	0-6-0	1950
22	T&P 472	Alco	64050	1922	0-6-0	1952
23	T&P 478	Alco	64056	1923	0-6-0	1953
24	GTW 7524	Alco	60189	1919	0-6-0	1959
25	GTW 7528	Alco	60193	1919	0-6-0	1959
26	IC 303	Alco	58171	1917	0-6-0	1957
27	IC 305	Alco	58173	1917	0-6-0	1957
28	IC 3519	Baldwin	54828	1921	0-8-0	1959
29	IC 3572	Lima	7372	1929	0-8-0	1959
30	L&A 252	Alco	65796	1924	0-8-0	1953
37	IC 2037	Baldwin	43467	1907	4-6-2	1957

INFORMATION BOOTH

ASK RAILROAD: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.



Monorail with 14 cars featured Los Angeles County Fair, Pomona, Calif. Pasadena Star-News

1 *With Seattle World's Fair closed, are monorails operating anywhere?*

Yes, indeed. The one at Disneyland is permanent. So is the 60-year-old Wuppertalbahn in Germany, which runs 10½ miles between Barmen and Elberfeld with automatic block signals and even remote control. There are new monorail lines outside Paris, In Turin and Cologne, and several in Japan. A new high-speed monorail is being built in Moscow to supplement the subway for suburban travel, and a three-mile monorail is planned in Vienna. First monorail was built at London in 1824.

2 *Article on "Seven Cars Painted Black" (Dec. '62) prompts me to ask: is the old Great Western passenger depot at Springfield, Ill., from which Abraham Lincoln boarded a train to Washington in 1861, still standing?*

Yes. The Wabash took over GW many years ago and used that building as a freight station.

3 *I read somewhere that the Chesapeake & Ohio has appointed D. W. Weaver as boatmaster. What is that?*

The man in charge of C&O marine operations at Newport News, Va.: 5 tugs, 6 barges, and 4 car-floats. No other railroader holds such a title.

4 *An oldtimer says the term "red light district" had a railroad origin. Is that true?*

Possibly. In hell-roaring construction camps of the Old West, where prostitutes outnumbered chaste women 20 to one, a trainman visiting a "fancy" tent or house would set his red lantern on the ground outside or hang it on the doorknob, so that a callboy looking for men to make up a crew would know where to find him. According to this story, bawds gradually accepted the red lantern as a trademark. Even when no railroader was around, the gals hung crimson drapes over their windows and transoms in such a way that a reddish light filtered through to passers-by.

The rounding up of crew members on short notice used to be a real problem. In the early 1900's when many railroaders off duty killed time in the "nickelodeons," it was common practice for the silent film to be interrupted by a hastily-scrawled note flashed on the screen requesting so-and-so to report to the roundhouse for an extra west.

5 *Is rubber insulation of rail joints still in the experimental stage?*

No, Johnson Rubber Co., which manufactures such insulation, tells us that at least 50 railroads are using it effectively today. Some have been doing so for two years or more. The list includes the remote-controlled Quebec, North Shore & Labrador.

6 *Whenever my name and address are published, I get letters from railfans asking favors but failing to enclose self-addressed stamped envelopes. What should I do with such letters?*

Drop them into the nearest trash can—except in cases where the writer lives in Canada or a foreign country and cannot buy U.S. stamps.

7 *Where can I find a list of old railroads that have lost their identity by merger or abandonment?*

You can get an up-to-date list of them four times a year by sending $15 to National Railway Publication Co., 424 W. 33rd St., New York City, for a subscription to the *Official Railway Guide Quarterly Supplement*. This *Supplement* is now combined with the *Official List of Inter-Line Ticket Agents* and no longer sells for $5 subscription.

8 *Many years ago a poem was written about a Great Northern engineer named Snyder of Hillyard, Wash. Do you have the words?*

Yes, but we don't know who wrote it. The title is "Whistling Snyder."

From Spokane to Troy, Montana,
Stretch two shining bands of steel.
Where the host of Jim Hill's boxcars
Pound the rail with flying wheel.
O'er these lines of steel a hogger
Blew his way to local fame
With the men of his division—
Whistling Snyder was his name.

It was in the yard at Hillyard,
In the year of nineteen four,
That I first saw Whistling Snyder
Standing by the firebox door.
He was looking at his orders
By the firelight's ruddy glare,
And he read them over slowly
While the fireman tried to air.

Then he kicked her in the corner,
Pulled her throttle lever back,
And the wheels spit fire like demons
As they spun upon the track.
Strained her drawbar to the limit,
Tore the fire loose from the grate,
And he whistled to the switchmen
As he highballed out the gate.

Thirty cars of stock behind her
Swiftly rolled the big machine,
And her whistle bellowed loudly
For the order board at Dean.
Once again he called for signals,
But the board refused to drop,
Then the brinding brakes spit fire
Whistling Snyder had to stop.

"Damn the luck," swore Snyder loudly.
He was most too mad to talk.
"Who the hell is that dispatcher?
Don't he know I'm pulling stock?"
Then he bellowed to the brakeman:
"Jump down, shack, and bend the rail;
We are stuck as sure as blazes
For the fast Seattle Mail."

When the brakeman lined the switches
Then he dragged them in the clear,
But he swore so loud the captain
Thirty cars away could hear.
Settled back upon the seatbox,
Feet upon the window sill,
And he cursed the whole damned layout
From the callboy to Jim Hill.

"Snyder," said the brakeman sourly,
"There's just one thing you do well.
You can blow that cursed whistle,
Blow it long and blow like hell.
And your fireman tells this story
And he swears it on his soul,
That the steam to blow your whistle
Takes each trip a ton of coal.

"Every man along this railroad
Would be glad to shoot on sight,

For your whistle wakes the echoes
Blaze of noon, or dead of night.
In the wee small hours of morning
You awake the countryside,
And I long to see a bounty
Placed upon your measly hide."

"Who the hell are you," said Snyder,
"That can tell me not to toot?"
Then he gave his mighty whistle,
One prolonged, defiant hoot.
Just then, like a fiery comet,
O'er the switches roared the mail,
And with two long blasts triumphant
Whistling Snyder hit the trail.

9 *Why does a mere 71-mile railroad in southern North Dakota bear the imposing name Midland Continental?*

It was planned originally to run 1800 miles between Winnipeg, Canada, and Galveston, Texas. Even now it links Jamestown, N.D., (population, 16,000) with three major systems: the Milwaukee Road at Edgeley, the Soo Line at Wimbledon, and the Northern Pacific at Jamestown. The MC dates back to 1906, the year of *Railroad Magazine's* birth. Construction began in 1909, was ended in 1914 by World War 1.

10 *Three companies known to me only as Thrall, Mt. Vernon, and Warren built long circus flatcars many years ago.* (a) *Are any of these companies still in business?* (b) *Who built the all-metal coaches that Ringling Bros. and Barnum & Bailey acquired from U.S. Hospital Corps in 1947?*

(a) Yes. Thrall Car Mfg. Co. is located at 26th and Wallace streets, Chicago Heights, Ill., while Mt. Vernon Car Mfg. of Mt. Vernon, Ill., is a division of Pressed Steel Car Co. Warren is no more. (b) Maybe a reader can answer this one.

11 *I have a book of by-laws and some stock from the old Troy & Bennington, dated 1851-'2. What happened to that road?*

The Boston & Maine now owns it.

Running Extra

Wanted by Warren A. Reader, 260 W. 165th St., Hammond, Ind., info. on George A. Ellsworth, chief telegraph operator for John Hunt Morgan, the Confederate guerrilla chieftain. Ellsworth died in 1889 at Antonia, La., "with his hand on the key."

Spurgeon T. Shue, Jr., Spring Grove, Pa., wants info. on large Shays reportedly scrapped almost brand new by the Western Maryland.

Says Paul Levasseur, president, Old Colony Historical Collection, Middleboro Rd., East Freetown, Mass.: "We are selling photos (any size) of railroad, trolley, or steamboat subjects. Any profit realized will help to finance the restoration of an old Railway Express depot which houses our collection."

Mikado 4960, Class Ola (Baldwin '23), steams into Ottawa, Ill., where a trainload of passengers will ride buses to a state park. She is one of the Burlington's four operable steam engines, the other three being No. 5632 (4-8-4) and Nos. 4943 and 4963 (both 2-8-2's), which are leased to the Bevier & Southern.
J. David Conrad, 7700 N. Eastlake Tr., Chicago 26, Ill.

Young woman pen pal, interested in railroading and/or photography, is wanted by Pfc. Paul Stephanus, RA 2628555, 69th Sig. Co. (Photo), APO 227, New York, N.Y. Paul is a free-lance railroad cameraman, 21, from Montclair, N.J.

"A green and white signal will be used to stop a train only at the flag stations indicated on its schedule," many old rulebooks state. "When it is necessary to stop a train on its schedule, a red signal must be used." Len Robertson (Box 395, Harrington, Wash). asks, "How was this signal given at night?"

Comenting on Freeman Hubbard's statement in "The Straw-Hat Limited" (Feb. '63) that Long Island trainmen no longer flag with red lanterns, R. P. Parsons, Box 63, Arvada, Colo., says this applies to some other roads also. He cites No. 35 in the Santa Fe's book of rules as authorizing only white lights, torpedoes, and fuses as night signals, and adds, "The Santa Fe did away with red lanterns in its 1959 rulebook."

Answering a reader's question, Alan Rhodes, Apalachin, N.Y., says the slogan "See America First" was coined by Dr. Charles F. Lummis, who explored the Southwest intensively in the 1880's and wrote 10 books, in one of which he claimed to have originated it.

Info. and pix of Brookings Lumber & Box Co. railroad at Running Springs, Calif., are wanted by Adolf Gutohrlein, 4945 Deeboyar Ave., Lakewood, Calif.

Many woodburning engine crews in the 1850's, '60's, and '70's used small, circular, wooden tokens to pay for fuel used. Today, these disks are very rare. One of them, issued for locomotive 234 of the Great Western of Canada, is owned by C. Warren Anderson, P.O. Box 832, Sussex, N.B., Canada. The only other such token he knows of is in Port Bousejour Museum near Amherst, Nova Scotia, from No. 12, the *Prince of Wales*, on the old European & North American Ry. Who else has one?

Walton Snyder, 593 Congress St., Troy, N.Y., wants info. to help him in modeling Rutland passenger trains. Another modelbuilder, George Baker, Cupertino, Calif., desires various views and specifications of the armor-plated car used in Lincoln's funeral train.

Builder's plate, Alco No. 66984, Schenectady Works, June 1926, was donated to NRHS, Washington Chapter. "What type of engine and what class did it come from?" asks Danny Fluhart, 6310 7th St., N.W., Washington 11, D.C.

"I am trying to compile a steam roster of Colorado & Wyoming Ry. and Colo. Fuel & Iron," writes Bob Le Massena, 1795 S. Sheridan Blvd., Denver 17, Colo. "Who will help me?"

Wanted by John Aardema, 233 Slater St., Paterson, N.J., info. on Austrian 2-6-4 and Bulgarian 2-4-4-0.

Who can give Elvin P. Lique, 917 N. 3rd Ave., Wausau, Wis., a history of the Port Huron & Detroit?

"I have number plates of Pennsy 762, Class L1, and 5219, Class H9," writes Robert H. Lemuth, 218 Terrace Ave., Hasbrouck Heights, N.J. "The numbers are riveted on. Underneath 5219 you can see that number 762 was ground off. Who can tell me why?" ●

Yukon Queen, No. 190 (ex White Pass & Yukon Route), is one of Tweetsie's two narrow-gage steamers at Blowing Rock, N.C.
Wilbur T. Golson

Not Listed in The Official Guide

by ELLIOTT KAHN

MORE than 2,000 American railroads currently operating are not mentioned in *The Official Guide*. These are mostly industrial roads, some military lines, museum operations and tourist attractions. Such railroads are itemized by state, cities, and towns. The first instalment of this list appeared in our August '62 issue.

We use abbreviations such as *AFB* (Air Force Base), *des* (diesel-electric switcher or switchers), *exp.* (express), *gas* (gasoline-burning), *st.* and *n.g.* (standard and narrow gage), and a few others like *GE, GM, elec., hp,* and comb. (for "combine") that most readers are familiar with. To save space, we omit Co., Corp., and Inc. from most corporation titles. All wheel arrangements (0-6-0, etc.) specify steam locomotives unless otherwise indicated.

Your compiler (75-48 183rd Street, Flushing 66, N.Y.) appreciates comments from readers, including those who sent the following corrections and additions to previous lists:

ALABAMA: Empire—Debarleben Coal, abandoned.

GEORGIA: New Entries: East Point—Southern Wood, one Plymouth gas 0-4-0, 5 locomotive cranes; Fortson—Stockbridge Stone, one GE 80-ton des; Savannah—Atomic Energy Commission (60 miles), diesels, cars.

Corrections and new data: Army Depot—U.S. Army line at this point is actually in town of Forest Park, Army Depot being the railroad station name. Atlanta—Baron (not Barrow) Equipment has one steam loco on display. Augusta—Merry Bros. Brick has five 0-4-0T's and 5 GE 200-hp des plus cars, 36" gage. Fort Benning—U.S. Army also has one 2-6-2T n.g. on display. Gordon—Southern Clay, in addition to locos previously listed, has one 0-4-0T, one Plymouth gas 0-4-0, 3 GE des, cars, all n.g.

ILLINOIS: New Entries: Bartonville—Allied Mills, one Trackmobile; Luria Bros., 2 diesels. Dunfermline—United Elec. Coal, one Alco des, one GM des. East Peoria—Central Illinois Light, one 0-4-0 diesel. Hollis—Cent. Ill. Lt., one diesel 0-4-0. Granite City—Union Starch and Rfg., one GE 35-ton des. Lehigh—Lehigh Stone, three 0-4-0T's, 5 diesel 0-4-0's, cars, 36" gage. Lincoln—Lincoln Sand & Gravel, 2 diesels. Moline—Midland Steel, one fireless 0-4-0. Monsanto—T. J. Moss Tie, one Plymouth 4-wheel diesel, one GE 25-ton des, cars. North Chicago—Chi. Hardware, one gas 0-4-0, one crane, cars. Peoria—Le Tourneau-Westinghouse, one gas 0-4-0, crane cars; H. R. Mandel, one Plymouth diesel-hyd.; Hiram Walker & Sons—one Trackmobile, cars. Rock Island—U.S. Arsenal, one BLW 660-hp des, one GE 45-ton des, cars. Victoria—Midland Elec. Coal, one GM des.

Lines abandoned include Consumers Co. (at South Beloit); Walworth Co. (at Kewaunee), although Walworth has a narrow-gage elec. loco on display in a Kewaunee motel; and Manito Chemical (at Manito).

Additions and other corrections: Atkinson—Midland Elec. Coal, one Alco des, steamer has been scrapped; Bartonville—Central Illinois Light is really located in Hollis; South Bartonville (near Peoria)—Keystone Steel & Wire—6 Whitcomb diesels, n. and std. gage cars; Granite City—Granite City has one 0-6-0 in addition to previous listing; Midland Elec. Coal operation at Farmington, London Mills, and Middle Grove are all part of same operation, headquarters at Middle Grove, six 0-6-0's; Pekin—Commonwealth Edison plant is actually at Powerton (near Pekin), 2 diesels, cars; Rockdale—Chicago Gravel, one 0-6-0 one Whitcomb 65-ton des, one Davenport 20-ton DM.

MICHIGAN: additional lines: Highland Park—Detroit Street Ry., one elec. loco; Mountain Iron—Oliver Iron Mining, one 0-8-0, 20 Alco and GM des, cars; White Pine—White Pine Copper, one 150-hp des, one 300-hp des.

MINNESOTA: added line: St. Paul—Northern States Power, one elec. loco, one car.

MISSOURI: added line: Ft. Leonard Wood—U.S. Army?

NEW JERSEY: Ridgefield, not Ridgewood.

New York (continued)

Schenectady—Alco Products, Alco diesels, cars; General Electric, GE diesels, cars.

Solvay (Syracuse)—Allied Chemical, diesels, over 500 tank cars, several hoppers.

Tonawanda—Buffalo Flag, one 0-4-0T, one diesel; Colorado Fuel & Iron, GM 600-hp des, cars; Dunlop Tire & Rubber, one fireless 0-4-0; Linde Air Products, one fireless 0-4-0; Niagara Mohawk Paper, one diesel.

Troy—Republic Steel, ?

Watertown—New York Air Brake, ?

Watervliet—Allegheny Ludlum Steel, ?

Wellsboro—N.Y. & Pennsylvania Paper, one diesel.

Wellsville—Sinclair Refining, one Plymouth 0-4-0 diesel.

West Carthage—St. Regis Paper, one 2-6-0.

North Carolina

Acme—Riegel Paper, one diesel.

Badin—Carolina Aluminum, one diesel.

Belhaven—Georgia-Pacific Corp., 10 miles, one gas 0-4-0, 4 log cars, 36" gage.

Belmont—Duke Power, one GE 150-hp des.

Blowing Rock—Tweetsie RR., one 4-6-0, one 2-8-2, a few passenger cars, 36" gage.

Brice—Duke Power, one GE 150-hp des.

Canton—Champion Papers, 15 miles, 2 Alco 100-ton des.

Cape Fear—Carolina Power & Light, one GE des.

Charlotte—Charlotte Ordinance Missile Plant, ?; Whitin Machine Works, ?

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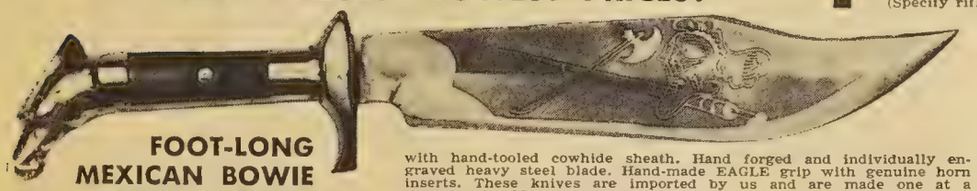

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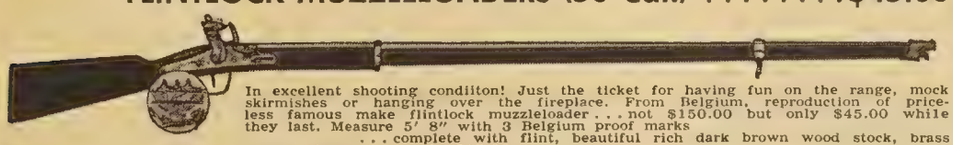

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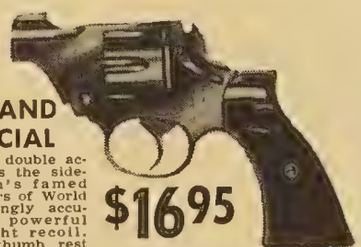

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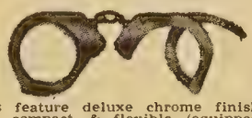

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CITY..... STATE.....

Cherokee—Cherokee Wonderland RR., one 2-6-0, few passenger cars, 36" gage; one bus, st. gage.
Concord—tourist line, one 0-4-0T one or more cars.
Creswell (just off Highway 64 on way to Skinnersville)—a lumber company, one gas 0-4-0.
Draper—Duke Power, one GE 150-hp des.
Edenton (near Sunbury)—a lumber line, one gas 0-4-0, cars.
Elizabeth City (nearby)—R. F. Foreman & Sons Lumber, ?
Ft. Bragg—U.S. Army, 2 Alco 1000-hp des road-switchers.
Goldsboro (Seymour-Johnson AFB)—U.S. Air Force, diesel; Carolina Power & Light, ?
Gum Neck—W. D. Armstrong Lumber, 2 gas 0-4-0's several log cars, 42" gage.
Jamesville—a lumber line, narrow gage.
Kilkenny—W. D. Armstrong Lumber, one Plymouth gas 0-4-0, 4 log cars; 42" gage; R. F. Foreman Lumber, one Plymouth gas 0-4-0, log cars, 42" gage; R. F. Foreman Lumber (different line with same name, not connected, both in swamps), one Plymouth gas 0-4-0, log cars, narrow gage.
Lumberton—Carolina Power & Light, one fireless 0-4-0.
Monclure—Carolina Power & Light, ?
Mt. Airy—North Carolina Granite, one GE 300-hp des.
Mt. Holly—Duke Power, one GE 150-hp des, and one steam 0-4-0T.
Pisgah Forest—Ecusta Power, ?
Plymouth—Georgia-Pacific Corp., one 0-6-0T.
Roanoke Rapids—Halifax Paper, ?
Rosman—Gloucester Lumber, ?
Senter—Becker County Sand & Gravel, 3 GE 380-hp des.
Spencer—Duke Power, one GE 150-hp des.
Sutton—Carolina Power & Light, ?
Sylva—Mead Corp., one Plymouth D-H.
Washington—W. D. Armstrong Lumber, ?
Weatherspoon—Carolina Power & Light, ?
Wilmington—Carolina Power & Light, ?; Taylor-Colquitt Co., ?

North Dakota

Voltaire—Truax-Traer Coal Co., one 2-6-0, one GE 380-hp des.

Ohio

Adena—Fairview Coal, 2 locos, 20 mine cars, one shuttle car, 42" gage.
Akron—Firestone Tire & Rubber, one fireless 0-6-0; General Tire & Rubber, 2 diesels; Ohio Edison (400 ft. track), one diesel, one elec. (not running).
Alliance—American Steel Foundries, ?
Ames—Ames Mining Co., locos, mine cars, 48" gage.
Amherst—Cleveland Quarries, Plymouth des, line currently out of service.
Ashtabula—Cleveland Electric Illuminating, ?; Electo-Metallurgical Co. (Union Carbide), one Shay, one 0-6-0T.
Athens (6 miles north of—Columbus & Southern Ohio Electric, ?
Avon Lake—The Cleveland Electric Illuminating, one fireless 0-6-0.
Barberton—Babcock & Wilcox, ?; (Columbia-Southern Chemical (3 miles), one electric dump motor, one diesel 0-4-0, 2 dump trailer cars, wooden boxcars.
Bellair—Clean Coal Co., 5 trolley locos, 50 steel mine cars, 42" gage.
Bellvue—Fuller Sand & Gravel, one or more gas locos.
Bergholz (East Springfield)—North American Coal, 14 shuttle cars, 125 mine cars, 42" gage.
Beverly—Ohio Power, ?
Brilliant—Ohio Power, ?
Campbell—Republic Steel, ?; Youngstown Sheet & Tube, ?
Canton—Beldon Brick (½ mile), 24" gage; E. W. Bliss Company (one mile), one diesel, 8 flatcars; Republic Steel (railroad is five miles of standard gage, ¼ mile 24" gage), 8 to 10 GM des, 2 Plymouth des, 4 loco cranes, 50 to 75 cars (incl. ore and coal hoppers, ladle cars, gons, dump cars), all foregoing stand. gage, also one 24"-gage loco, several cars; Timken Roller Bearings (5 miles), 2 Alco 660-hp des, 2 GE 600-hp des, 2 GE 380-hp des, 3 loco cranes, 3 boxcars, 5 hoppers, 8 dump cars, 3 ladle cars, 50 4-wheel ingot cars, 50 gondolas; United Engineering & Foundry, one diesel 0-4-0, one elec. loco crane; Metropolitan Brick (1000 ft.) one 4-wheel elec., one flatcar, several 2' gage hoppers.
Carey—France Stone, one Ply. gas 0-4-0, cars.
Chauncey—Gem Coal Co., 8 shuttle cars, 525 mine cars, 42" gage.
Cincinnati—Cincinnati Milling Machine, one GE 300-hp des; Monsanto Chemical, ?
Cleveland—American Steel & Wire Div. of U.S. Steel, diesels and cars; Atlas Car & Mfg., Atlas diesels, cars multi-gage track; City of Cleveland, Div. of Light & Power (200 feet track), one Plymouth gas 0-4-0, 2 dump cars, 24" gage; H. K. Ferguson Co., 2 diesels; General Motors Diesel, one GM 300 hp des.
Cleveland—Interlake Iron, ?; Jones & Laughlin Steel, ?; National Castings, one diesel; Republic Steel, 3 GM 600-hp des, 2 Atlas 0-4-0 electrics, other st.-gage locos and cars, also narrow-gage locos and cars; Sherwin Williams Paint, diesel; Valley Mould & Iron, ?
Columbus—American Aggregates, one 250-hp des, one 500-hp des (both ex-electric exp. motors); Buckeye Steel Castings, 2 GE 300-hp des, several gondolas; Marble Cliff Quarries, one 0-4-0T, several diesels; Westinghouse—one Plymouth 8-ton dm.
Conesville—Columbus & Southern Ohio Electric, one GE 150-hp des.
Conneaut—Pittsburgh & Conneaut Docks, 5 diesels.
Conshocton, Mason & Sons Coal, 6 locos, 65 mine cars, 42" gage.
Dayton—National Cash Register, diesels.
Fairborn—Southwestern Portland Cement, diesels; Universal Atlas Cement, ?
Finney—Koppers Co., ?
Flushing—Terra Coal, locos and cars.
Fort Jefferson—American Materials, one 250-hp des (ex electric exp motor).
Frank M. Tait Station (near Dayton)—Dayton Power & Light, one GE 550-hp des.
Findlay—Differential Steel Car, ?
Greenville—American Aggregates, one GE 45-ton des; Greenville Mfg., 6 diesels.
Hamilton—Baldwin-Lima-Hamilton, ?; Champion Papers, ?
Harrisville—Hanna Coal Div. of Consolidation Coal, 25 locos, 175 mine cars, 42" gage.
Hopedale—Youghiogheny & Ohio Coal, locos, shuttle cars, steel mine cars.
Hubbard—Valley Mould & Iron,?; Youngstown Sheet & Tube, ?
Ironton—Allied Chemical, ?; Alpha Portland Cement, ?
Ivorydale—Proctor & Gamble, ?
Jackson—Interlake Iron, diesel.
Jackson—Jackson Iron & Steel, one Porter 400-hp 0-6-0 des, several hoppers.
Lima—Baldwin-Lima-Hamilton, one Plymouth 0-4-0 diesel; Lima Stone, ?
Lorain—National Tube Div. of U.S. Steel, 10 GE 300-hop des (std. gage, 2 Atlas elec. side-pusher locos (42" gage).
Lowellville—Sharon Steel, ?
Mansfield—Empire Reeves Steel, diesel.
Marblehead—Chemstone Corp., ?
Marietta (Riverside)—Electro Metallurgical Div. of Union Carbide, one GE 95-ton des; Bakelite Div. of Union Carbide, one GE 95-ton des.
Martins Ferry—Wheeling Steel, ?; Youghiogheny & Ohio Coal, 14 trolley locos, wooden mine cars, 44" gage.
Massillon—Griscom-Russell Co., ½ mile, one Ply-

(Continued on page 42)

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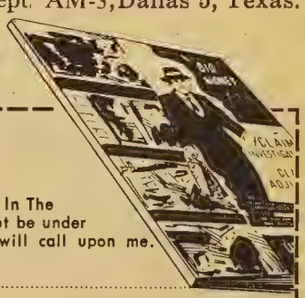

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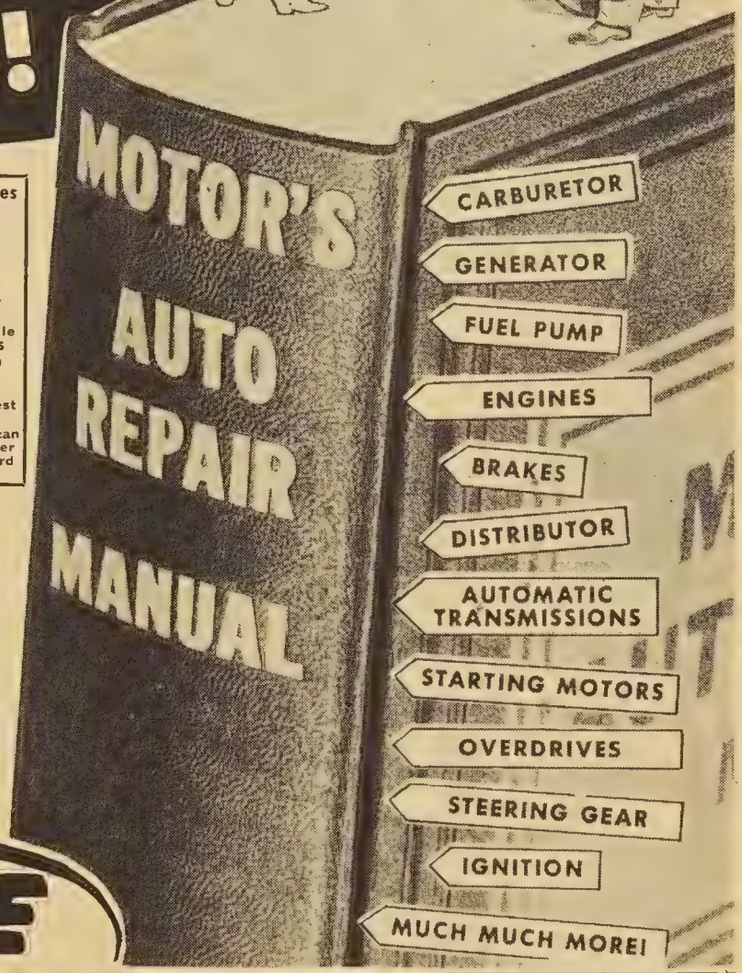

Covers These Makes	
Buick	Jeep
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mouth gas 0-4-0, one loco crane, one flatcar; Republic Steel, 4 miles, 7 diesels, one 4-wheel electric locomotive, and cars.

Maumee—Anderson Elevator, one Plymouth diesel.

Miamisburg—Dayton Power & Light, one Whitcomb 566-hp des.

Middletown—Amco Steel, one Lima 1000-hp des, other diesels, cars.

Midvale—Pittsburgh Plate Glass, trolley locos, shuttle cars, mine cars 42" gage.

Mineral City—James Bros. Coal, 1½ miles, 2 locos, 50 mine cars.

Mingo Jct.—Standard Slag, one diesel, Wheeling Steel, 4 GM 600-hp des, 2 GM 800-hp des, one GM 1000-hp des, one Alco 1000-hp des, one GM 1200-hp des, 2 Whitcomb 480-hp des, several 42"-gage steam 0-4-0T's, large group std. and narrow-gage cars.

Nelms (Cadiz)—Youghiogheny & Ohio Coal, 15 locos, 250 steel and wooden mine cars, all 48".

New Miami—American Aggregates, two 250-hp des (ex electric exp. motors), one Plymouth des., Armco Steel, one Atlas 20-ton electric, other locos, cars.

Niles—Republic Steel, ?

Omsted Falls—Columbia Park & Southwestern, ¾ mile, about 10 st. and work electric motor cars.

Onco (Jacobsburg)—Oglebay Norton, 16 locos, 73 steel mine cars.

Orrville—Koppers Co., ?

Painesville—Diamond Alklai, one GE 150-hp des, tank cars.

Paulding—General Portland Cement, ?

Philco—Ohio Power, ?

Piqua—Armco Steel (Piqua Quarries Div.), ?

Plymouth—Plymouth Locomotive Works, Div. of Fate-Root-Heath, multi-gage track, several Plymouth diesels.

Portsmouth—Detroit Steel, ?

Powhaten Point—North American Coal (Powhaten No. 1 Mine), 27 trolley locos, 22 shuttle cars, 25 supply cars, 8 mantrip cars, 250 steel mine cars, all narrow gage; North American Coal (Powhaten No. 3 Mine), 29 trolley locos, 23 shuttle cars, 587 mine cars, 42" gage.

Rayland (Glen Robbins), Youghigheny & Ohio Coal, 14 trolley locos, wooden mine cars, 44" gage.

Salineville—John M. Hirst, 6 trolley locos, 6 battery locos, 400 mine cars, 42" gage.

Sandusky (Cedar Point)—Cedar Point Amusement Park, one 2-4-4T, one 0-6-2T, one 0-4-0T, 3 coaches, all 36" gage.

Sandusky—Wagner Quarries, one Plymouth diesel.

Shelby—Copperweld Steel, one Plymouth D-H.

Silica—Medusa Portland Cement, ?

St. Clairsville—Oglebay Norton Co., 12 locos, 10 shuttle cars, 130 steel mine cars.

Steubenville—Wheeling Steel, one Atlas 40-ton electric side pusher (42" gage), 15 diesels (std. gage), 325 assorted cars (std gage), 55 slag ladle cars (std. gage), 20 molten ladle cars (42" gage).

Struthers—Pittsburgh Coke & Chemical, ?; Struthers Steel & Iron, ?

Toledo—Intrelake Iron, GE diesels, cars; National Supply Co., ?; Pure Oil, one Whitcomb 300-hp des; Toledo Edison, one GE 470-hp des.

Toronto—Louis Berkman, ?; Ohio Edison, ?

Urbana—American Aggregates, 3½ miles, 2 diesels (ex electric express motors), 6 hoppers.

Vancoram—Vanadium Corp. of America, ?

Warren—Copperweld Steel, one diesel; Pittsburgh Steel, ?; Republic Steel, ?; Sharon Steel, ?

Wellsville—Whitaker Coal, 2 locos, 2 shuttle cars, 250 mine cars, 42" gage.

West Steubenville—Weirton Steel, ?

Wright-Patterson A.F.B., U. S. Air Force, ?

Worthington—Columbus, Delaware, & Marion (Ohio Railway Museum), one mile, one gas-el. rail motor, 2 electric locos, one 4-6-2, one 0-4-0T, one electric exp. motor, 3 interurbans cars, 2 streetcars, one rail-grinder motor.

Youngstown—Jones & Laughlin Steel, ?; Republic Steel, std. and 42" gage; United States Steel, Std. and narrow gage.

Yorkville—Wheeling Steel, ?

Zanesville—Armco Steel, diesels.

Oklahoma

Ada—Ideal Cement, ?

Altus—U. S. Air Force, ?

Cardin—Eagle Pitcher, ?

Clinton—U.S. Air Force, ?

Daugherty—Southern Rock & Asphalt, ?

Dewey—Dewey Portland Cement, one GE 300-hp des.

El Reno—U. S. Army Quartermasters, ?

Fort Sill—U. S. Army, ?

Garnett—Dewey Portland Cement, ?

Henryetta—Ben Hur Coal, 3 miles, 5 locos, 75 mine cars, 42" gage.

Jenks—Skyline R.R., one Heisler, one coach (ex interurban car).

McAlister—Lone Star Steel, battery locos, steel mine cars, 42" gage; U.S. Navy, one diesel.

McCurtain—Lone Star Steel, battery locos, steel mine cars, 42" gage.

Midwest City—U. S. Air Force, ?

Mountain Pine—Dierks Forest Industries, one 2-8-2.

Panama—Joslyn Mfg. & Supply, ?

Pitcher—Eagle Pitcher Mining, several 2-10-0's.

Poteau—Poteau Coal, 36" gage.

Sand Springs—Sheffield Steel, ?

Southard—United States Gypsum, ?

Wright City—Dierks Forests, Inc., 38 miles, 3 2-8-2's.

Oregon

Banks—Verona, South Park & Sunset, ½ mile, one 2-6-2T, 4 coaches, one open-air coach, one 2-6-2, one bag. car, one caboose, track spreader.

Fairview—Georgia-Pacific, one diesel.

Garibaldi—Washington-Oregon Plywood, one gas.

Glendale—Robert Dollar Lumber, one diesel.

Glenwood—Glenwood Electric Ry., ½ mile, 2 interurban cars, 3 streetcars.

Grants Pass—Southern Oregon Plywood, one gas 0-4-0.

Klamath Falls—Weyerhaeuser Timber, 93 miles, 4 BLW diesels.

Medford—Medford Corp., one mile, one 2-8-2, one BLW 1000-hp des.

Mill City—Vancouver Plywood & Veneer, one 2T Heisler.

Millersburg—a pulp mill, one Trackmobile.

Newberg—C.K. Spaulding Pulp & Paper, 2 miles one GE 50-ton des, 1 diesel loco crane.

Oswego—Oregon Portland Cement, 2 miles, one GE diesel.

Portland—Alaska Junk, one diesel; Cargill, one diesel; Dulein Steel, 2 diesels; Oregon Steel Mills, 2 diesels; Portland Public Docks, 2 diesels; Schnitzer Steel, 3 diesels; Ziedel Explorations, 2 diesels.

Powers—Georgia-Pacific, 70 miles, one 2-8-2T, 3 diesels.

Reedsport—Umpqua River Navigation, one Davenport 0-6-0 diesel.

Riddle—Hanna Nickel, one diesel.

Seneca—Edward Hines Lumber, one 2-8-0, 2 diesels.

Springfield—Weyerhaeuser Timber, 20 miles, 3 diesels.

Toledo—Georgia-Pacific, one 2-8-2 (on display), one diesel.

Vaughan—International Paper, one Shay (on display), one diesel.

Pennsylvania

Adelaide—Koppers Co., ?

Allenport—Pittsburgh Steel, one GM 900-hp des, 2 Whitcomb 600 hp des.

Allentown—Mack Trucks, one mile, 2 box cab diesels (ex electrics); Lehigh Structural Steel, one mile, one GE 300-hp des; Traylor Mfg., ½ mile, one Vulcan 250-hp gas 0-4-0.

Aliquippa—Jones & Laughlin Steel, std. and 36" gage.

Ambridge—American Bridge Div. of U. S. Steel, ?; A.M. Byers, one GE 150-hp des; National Supply, one GM 800-hp des; Wykoff Steel, ?

Appalacha (Indiana)—Appalacha Coal, 5 locos, 200 mine cars, 36" gage.

Apollo—Marco Coal, 2 locos; Mateer Coal, 2 trolley locos, steel and wooden mine cars.

Archbald—Hudson Coal, one 0-4-0T, mine cars, 30" gage.

Arden—Pittsburgh Electric Ry. Club, 9 streetcars, one interurban car.

Ashley—Glen Alden Corp., trolley locos, wooden mine cars, 42" gage.

Audenried—Honey Brook Mines, battery locos, shuttle cars, mine cars.

Avoca—Heidelberg Sales, 28" gage.

Avonmore—General Steel Castings, ?

Bairdford (Gibsonia)—Sekora Corp., 2 shuttle cars.

Bakerton—Barnes & Tucker, 18 trolley locos, 22 shuttle cars, 348 steel mine cars, 42" gage; Sterling Coal, 17 trolley locos, 900 mine cars, 36" gage.

Barking—Harmer Coal, 13 trolley locos, 10 shuttle cars, 95 drop-bottom cars, 44" gage.

Beaver Falls—Babcock & Wilcox, Tube Div., one diesel.

Beccaria (Ramey)—Moshannon Smithing Coal, 9 trolley locos, 350 wooden mine cars, 36" gage.

Berwick—ACF Industries, 10 miles, one GE 380-hp des, 75 or more cars. (Plant was scheduled to be closed down Oct. '62.)

Bessemer—Pittsburgh Limestone, ?; U.S. Steel, ?

Bethlehem—Bethlehem Steel, 100 miles, 2 or 3 0-4-0T's, 36" gage, 12 to 15 diesels (std. or 36" gage), one elec. loco (wide gage), 450 cars (3 gages); National Portland Cement, one GE 150-hp des.

Beverly—Cammos Coal Mining, 3 trolley locos, mine cars, 36" gage.

Billmeyer—J. F. Baker, one Whitcomb 160-hp DM.

Birdsboro—Birdsboro Slag, one GE 30-ton des;

(Continued on page 44)

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If you suffer from these seborrheic symptoms, order Ward's Formula. *Try it at our risk.* In 10 days you must see and feel the improvement in your hair and scalp. Dandruff must be gone. Scalp itch must stop. Hair must look vital and alive. Best of all, hair loss from seborrhea must end.

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Colorado Fuel & Iron, two 0-4-0T's, one 0-4-0C. (Plant reported sold and closed.)

Blairville—Pennsylvania Coal & Coke Div. of Fairbanks-Whitney, shuttle cars.

Bloomsburg—Carroll Park & Western, one 0-4-0, one Climax, one combine, 2 coaches, one milk-express car, 2 cabooses (one 4-wh.), all 48" gage; 3 wooden hoppers, one business car, all st. gage. one coach, 42" gage.

Brackenridge—Allegheny Ludlum Steel, diesels.

Bobtown (McClellandtown)—Leckrone Coal & Coke, one loco, 56 mine cars, 42" gage.

Braddock—U.S. Steel, diesels, cars, all st. gage; one Atlas 40-ton elec. side-arm pusher, 42" gage.

Brandy Camp—Blue Valley Coal, 2 trolley locos, 155 steel cars, 30" gage; New Shawmut Mining, locos, steel and wooden cars, 30" gage.

Bridgeport (West Norriton Township)—Philadelphia Electric (Barbadoes Station), ?

Bridgeville—Universal—Cyclops Steel, ?

Bristol—Charles Lennig (Rohm & Haas Div.), one Plymouth 180-hp DM.

Brookville—Brookville Locomotive Works, gas and DM locos, multi-gage track.

Bruceton—U.S. Dept. of Interior, Bureau of Mines, one Plymouth 4-ton diesel.

Bull Creek (Tarentum)—Leechburg Mining, locos, shuttle cars, mine cars, 42" gage.

Burnham—Baldwin-Lima-Hamilton, ?

Butler—Armco Steel, diesels; Pullman-Standard Car Mfg.

Cadogan—Allegheny River Mining, 12 trolley locos, 32 shuttle cars, 400 mine cars, 42" gage.

Cairnbrook—Reitz Coal: No. 3 Mine, 4 miles, 6 trolley locos, 310 mine cars; and No. 4 Mine, 16 trolley locos, 722 wooden mine cars, both 42" gage.

California—Jones & Laughlin Steel, trolley locos, shuttle cars, steel mine cars, 48" gage.

Carbondale—De Angelis Supreme Anthracite, 5 locos, 200 mine cars, 36" gage; Northwest Coal, trolley locos, steel mine cars, 36" gage.

Cardiff (Nettleton)—Imperial Coal, trolley locos, shuttle cars, mine cars, 36" gage.

Carnegie—Copperweld Steel, ?

Centralia—Coates Coal, 3 locos, 100 mine cars, 30" gage.

Chester—Chester Blast Furnace Div. of Phoenix Steel, ?; Phila. Electric, ?; Sun Shipbuilding & Drydock, one diesel.

Cheswick—Duquesne Light, ?

Clairton—U.S. Steel, over 10 diesels, 200 cars.

Clarksville—Emerald Coal & Coke, 50 trolley locos, 24 shuttle cars, 550 mine cars, 44" gage.

Claysburg—Clay Products, 3 Plymouth gas 0-4-0's, refractory cars.

Clearfield—Boron Coal, locos, 80 mine cars.

Clymer—Imperial Coal, trolley locos, mine cars, 36" gage; Morrisdale Coal Mining, 8 trolley locos, 8 shuttle cars, 300 mine cars, 36" gage.

Coalport—Imperial Coal: Cambria Smokeless Mine, trolley locos, mine cars, narrow gage; and Imperial Moshannon No. 1 Mine, trolley locos, mine cars, 42" gage.

Coatesville—Lipsette Pipe, one 300-hp des; Lukens Steel, st. and 2 ft. gage (2 miles of latter), one 0-4-0T (st. gage), 10 GE diesels (24" gage), some 24"-gage cars.

Cokesburg—Bethlehem Mines, ?

Clover—Eastern Gas & Fuel Associates, 15 locos, 20 shuttle cars, 186 steel mine cars, 65 wooden mine cars.

Conshohocken—Alan Wood Steel, 3½ miles of 24" gage, 4 Porter and GE 300-hp des (24" gage), one GE 380-hp des (st. gage); some 24"-gage cars.

Cornwells Heights—Pennsylvania Salt Mfg., ?

Courtney (Finleysville)—Mathies Coal, 52 trolley locos, 36 shuttle cars, 895 mine cars, 44" gage.

Creighton—Pittsburgh Plate Glass, 2 GE 300-hp des, one 660-hp des.

Culmersville—Sarner Coal, 8 locos, 2 shuttle cars, mine cars.

Custer City—Susquehanna Chemical, one Vulcan gas 0-4-0, one Brookville gas 0-4-0.

Dixonville—Clearfield Bituminous Coal, 3 trolley locos, 100 mine cars, 36" gage; H&H Coal, 6 locos, 4 shuttle cars, 208 mine cars, 36" gage.

Donora—American Steel & Wire Div. of U.S. Steel, diesels, cars; Cambria Slag, one diesel.

Dovey (Berlin)—Cambria Fuel, locos.

Dravosburg—U.S. Steel, diesels, cars.

Duquesne—United States Steel, ?

Duryea—Kehoe-Berge Coal, 2 locos, 80 mine cars, 36" gage.

Easton—Taylor-Wharton, one diesel.

East Pittsburgh—Westinghouse Interworks, 15 miles, about 10 old Westinghouse diesels, cars.

Eddystone—Baldwin-Lima-Hamilton, 2 miles, one diesel; General Steel Castings, ?

Ehrenfeld—Pennsylvania Coal & Coke Div. of Fairbanks Whitney: Pennsylvania No. 3 Mine, trolley locos, shuttle cars, steel mine cars; and Pennsylvania No. 8 Mine, trolley locos, shuttle cars, steel mine cars, both 36" gage.

Ellsworth—Bethlehem Mines, ?

Ellwood City—National Tube Div. of U.S. Steel, ?

Elmora—Barnes & Tucker, 5 trolley locos, 160 wooden mine cars, 36" gage.

Erie—Erie City Iron Works, one diesel; Erie Forge & Steel, diesel; General Electric, several GE des, cars; Hammermill Paper, one diesel; Interlake Iron, ?; Pennsylvania Electric, ?

Ernest—Rochester & Pittsburgh Coal, 57 trolley locos, 32 shuttle cars, 1800 mine cars, 42" gage.

Etna—National Supply, 3½ miles, 2 Whitcomb diesels. (Plant closed.)

Fairless Hills—National Tube Div. of U.S Steel, ?; U.S. Steel, ?

Farrell-Mercer—Valley R.R., ?; Sharon Stl., diesel.

Ferrelton (Somerset)—George A. Dickey, 2 trolley locos, 35 wooden and steel mine cars.

Flinton (Fallen Timber)—Cambria Mills Coal, trolley locos, mine cars, 36" gage.

Fogelsville—Lehigh Portland Cement, 2 GE 300-hp des.

Ford City—Pittsburgh Plate Glass, ?

Franklin—Borg-Warner, ?

Fredericktown — Republic Steel, trolley locos, shuttle cars, mine cars, 44" gage.

Friedens (Somerset)—H. Clay Stickel, one loco, 30 mine cars.

Garrett—Ponfeigh Smokeless Coal, 3 elec. locos, mine cars, 42" gage.

Glassport—Copperweld Steel, one GE 400-hp des, cars; Southwest Steel, 2 diesels.

Goodspring (Valley View)—Kocher Coal, 12 rail cars.

Greensboro—Duquesne Light, trolley locos, shuttle cars, steel mine cars, 42" gage; U.S. Steel, trolley locos, mine cars, 44" gage.

Greenville—Greenville Steel Car, diesel, cars.

Gipsey—Irvan Stoker Coal, 2 locos, 75 mine cars, 36" gage.

Harmarville (Freeport)—Hamar Coal, 22 locos, 15 shuttle cars, 480 mine cars, 44" gage.

Harrisburg—Harrisburg Steel, 10 miles, 2 GE 150-hp des, one GE 500-hp des, 42 flats and gondolas, all 42" gage; Pennsylvania Light & Power, ?

Harrison (Que Creek)—Saxman Coal & Coke, 8 trolley locos, 280 mine cars, 42" gage.

Harwick—Duquesne Light, trolley locos, shuttle cars, steel mine cars, 42" gage.

Hastings—Rich Hill Coal Mining, 20 miles, 14 trolley locos, 700 wooden mine cars, 36" gage.

Hauto—Penna. Power & Light, one fireless 0-4-0.

Hegins—Hegins Mining, one loco, 20 mine cars.

Hills (Lawrence)—Consolidation Coal (Pittsburgh Coal Div.), 38 trolley locos, 17 shuttle cars, 225 steel mine cars, 44" gage.

Hillsville—Carbon Limestone, one 0-4-0T, 7 Whitcomb 190-hp DH, many cars, all 36" gage.

Hollidaysburg—Berwind-White Coal, one 0-4-0T, several hundred hopper cars.

Holtwood—Pennsylvania Power & Light, one 0-4-0 fireless, one Plymouth 4-wheel diesel.

Hooversville—Wilbur Coal Mining, locos, cars, 36" gage.

Hostetter—Consolidation Coal (Pittsburgh Coal Div.), 16 trolley locos, 6 shuttle cars, 270 steel mine cars, 42" gage.

Hunker (Ruffsdale)—Ruffsdale Coal, 3 locos, shuttle cars, rail cars, 100 mine cars, 40" gage.

Hutchinson—Consolidation Coal (Pittsburgh Coal Div.), one battery loco, 13 trolley locos, 9 shuttle cars, 550 wooden mine cars.

Indiana—Friel Coal Mining, 2 locos.

Isabella—National Mines, 35 miles, 26 locos, 12 shuttle cars, 262 steel mine cars, 44" gage.

Ivy Rock—Alan Wood Steel, ?

Jeanette—Elliott Co., one GE 150-hp des.

Johnsonburg—New York & Pennsylvania Paper, 3 diesels.

Johnstown—Bethlehem Mines, ?; Bethlehem Steel (Franklin Plant), ?; Bethlehem Steel (Rosedale Plant), ?; Cambria Slag, one diesel; Stineman Coal & Coke, 6 trolley locos, 170 wooden mine cars, 36" gage; U.S. Steel, ?

Karen (Brownsville)—U.S. Steel, 44" gage.

Karthaus (Mt. Carmel)—Moshannon Falls Mining, 2 trolley locos, 100 wooden mine cars, 36" gage.

Kato (Show Shoe), H&R Coal, one battery loco, 140 mine cars.

Kingston—Harry E. Coal, 20 trolley locos, mine cars, 30" gage.

Kiski Jct. (North Apollo)—Venturini Bros. Coal, 2 locos, 2 shuttle cars, 70 mine cars, 42" gage.

Kittaning—Powell Coal, battery locos, wooden mine cars, 36" gage; West Penn Power, ?

Knoxdale—Kniseley Coal, 36" gage.

Lansdowne—A. J. O'Neill, ?

Lanse—Kristianson & Johnson Coal, one loco, 50 mine cars, 36" gage.

Larksville—Hudson Coal, one 0-4-0T, 8 0-6-0T's, mine cars, 30" gage. (Operation suspended.)

Latrobe—Alco Products, diesel.

Lebanon—Bethlehem Steel, ?

Leechburg—Bowman Coal, locos, shuttle cars, mine cars, 42" gage.

Leechburg—Leechburg Mining, locos, mine cars, 42" gage.

Library—Consolidation Coal (Pittsburgh Coal Div.), 25 trolley locos, 11 shuttle cars, 500 mine cars, 44" gage.

Lilly—W. H. Piper, 2 miles, trolley locos, 300 mine cars, 42" gage.

Lock Haven—New York & Pennsylvania Co., one GE des.

Locust Dale—Phila. & Reading Coal, one 0-8-0.

Lucerne Mines—Rochester & Pittsburgh Coal, 45 trolley locos, 51 shuttle cars, 485 steel mine cars, 42" gage.

Madera—Middle Pennsylvania Coal, 3 trolley locos, one battery loco, mine cars, 37" gage.

Madley—Earl Leap Quarry, 2000 ft., two 2-8-0's.

Mahanoy City—"unknown" coal mine, one 0-4-0T, passenger cars (carries public into mine).

Margaret—Rochester & Pittsburgh Coal, 7 locos, 13 shuttle cars, 106 mine cars, 42" gage.

Marianna—Bethlehem Mines, ?

Martins Creek—Pennsylvania Power & Light, one 0-4-0 fireless.

Masontown—Leckrone Coal & Coke, 2 locos, 60 shuttle cars, mine cars, 42" gage.

Mather—Mather Collieries, 23 trolley locos, 20 shuttle cars, 400 mine cars, 8 crew cars, 44" gage.

McIntire—Rochester & Pittsburgh Coal, 6 shuttle cars.

McKeesport, Elizabeth, McKeesport, & Western,

one 0-4-0T, 36" gage; National Tube Div. of U.S. Steel, 3 diesels, cars. 36" gage.

McKees Rocks, United States Steel, ?

Meadville—American Viscose, ?

Melcroft—Eastern Gas & Fuel Associates, 11 trolley locos, 3 shuttle cars, 345 steel mine cars, 101 wooden mine cars.

Midland—Cruicible Steel, diesel.

Milton—ACF Industries, ?; Merritt, Chapman & Scott, diesels, cranes.

Monessen—Pittsburgh Steel, one GE 300-hp des 0-4-0, one GM 800 hp des, one GM 1200-hp des, one Porter 200-hp des 0-4-0.

Monongahelia—West Penn Power, ?

Morrisville—Morrisville Scrap Processing, one Porter 0-4-0 diesel.

Morrisville—Warner Co., locos, cars.

Mt. Pleasant Township—Sharon Steel, ?

Munhall—U.S. Steel, over 10 diesels, many cars, std. and narrow gage.

Nanty-Glo—Bethlehem Mines, ?

Natrona—Pennsylvania Salt Mfg., ?

Nemacolin—Buckeye Coal, 41 trolley locos, other locos, 33 shuttle cars, 600 steel mine cars, 44" gage.

Neville Island—Dravo Corp., one diesel; Green Bag Cement, ?; Pittsburgh Coke & Chemical, ?; Vulcan Detinning, ?

New Eagle—U.S. Steel, 44" gage.

New Kensington—Allegheny Pittsburgh Coal, trolley locos, shuttle cars, steel mine cars, 44" gage.

Newton—Republic Steel,?

Nicetown—Midvale-Heppenstall, 4 diesels.

North Apollo—Altmire Bros. Coal, 2 shuttle cars, 150 mine cars, 42" gage.

Northampton—Dragon Cement, one diesel.

Oakmont—Edgewater Steel, one diesel.

Olyphant—Hudson Coal, one steam loco, 35 trolley locos, 1500 mine cars, 30" gage.

Ormrod—Lehigh Portland Cement, ?

Palmerton—New Jersey Zinc, diesel.

Philadelphia—Phila. Coke, one GE 300-hp des; Phila. Elec. (Delaware Station), ?; Phila. Elec. (Richmond Station) ?; Pennsylvania Forge, one diesel; Phila. Gas Works, 2 diesels; U.S. Navy, 2 0-4-0T's one GE 300-hp des, one Porter 300-hp des, cars.

Phoenixville—Malcolm Ottinger, three 0-4-0's, two 0-6-0T's, various gages.

Phoenixville (East Pikeville Township)—Phila. Elec., ?; Phoenix Steel, 2 miles, 6 GE diesels, cars, 24" gage.

Pinecove—Pennsylvania Power & Light, one 0-6-0 fireless.

Pine Hill (Berlin)—Pine Hill Smokeless Coal, locos, mine cars, 42" gage.

Pittsburgh—Crucible Steel, diesel; Duquesne Light (Brunot Island), ?; Duquesne Light (James H. Reed Plant), ?; several unconnected plants of Duquesne Slag Products, two 0-4-0's, three 0-6-0's, 2 small diesels, several Whitcomb diesels, hoppers, gons; Ethyl Corp., one diesel, ?; Jones & Laughlin Steel, locos, cars, std. and 23" gage; Rust Engineering, one GE 400 hp des.

Pittston—Sam Capone Coal, locos, mine cars, 36" gage.

Plains, Sam Capone Coal, locos mine cars, std. gage.

Plymouth—Hudson Coal, 6 steam locos, 53 trolley locos, 2714 mine cars, 30" gage.

Poland—Jones & Laughlin Steel, trolley locos, shuttle cars, steel mine cars 48" gage.

Portage—Eastern Gas & Fuel Associates, 19 locos, 6 shuttle cars, 358 composite mine cars, 152 wooden mine cars.

Portersville—Kerry Coal, 2 locos, 100 mine cars, 36" gage.

Portland—Metropolitan Edison, one diesel.

Possom Glory (Heilwood)—Clearfield Bituminous Coal, locos, 8-ton drop-bottom cars.

Rankin—American Steel & Wire Div. of U.S. Steel, diesels, cars.

Reading—Carpenter Steel, 10 diesels, cars, all narrow gage; Metropolitan Edison (Titus Plant), one GE 150-hp des.

Red Lion—Budd Co., Plymouth diesel.

Renton—National Mines, 26 trolley locos, 16 shuttle cars, 300 steel mine cars, 48" gage.

Revioc—Bethlehem Mines, ?

Reynoldsville—Callahan Coal, one loco, 40 cars, 36" gage.

Rock Hill Furnace—East Broad Top R.R., six 2-8-2's, one gas-elec. motor car, 2 cabooses, one obs. car, 3 coaches, 100 hopper, box, and flat cars, 2 open coaches, 36" gage, and 2st.-gage 0-6-0's; Railway to Yesterday, one interurban car, one streetcar.

Romarc (Nanty-Glo)—Joseph E. Yobaggy, 2 locos, cars, 36" gage.

Rumel (Windber)—"B" Quality Coal, 2 battery locos, 65 wooden mine cars, 36" gage.

Russellton—Republic Steel, trolley locos, steel mine cars, 42" gage.

Safe Harbor-Safe Harbor Water Power, one 0-6-0T.

Sandt's Eddy—Lehigh Portland Cement, ?

Sargent—"unknown," one 0-4-0T.

Saxenburg—U.S. Steel, three 55-ton Atlas des, side-arm pushers.

Scranton—Marshall Railway Equipment, ?; Pennsylvania Power & Light, ?

Seward (Boltz)—Imperial Coal, trolley locos, shuttle cars, mine cars, 36" gage; North American Coal, 7 trolley locos, 10 shuttle cars, 10 supply cars, 60 mine cars.

Shamokin—Susquehanna Collieries, 17 trolley locos, 1000 mine cars, 39" gage.

Shamokin Dam (Sunbury)—Pennsylvania Power & Light, one fireless 0-4-0, 2 fireless 0-6-0's.

Sharon—General American Transportation, 2 diesels; Sawhill Tubular Products, ?

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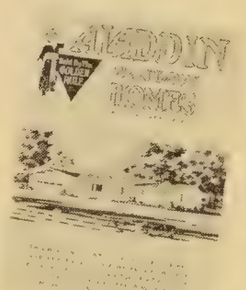

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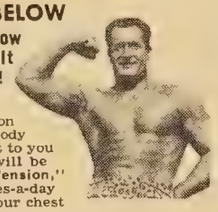

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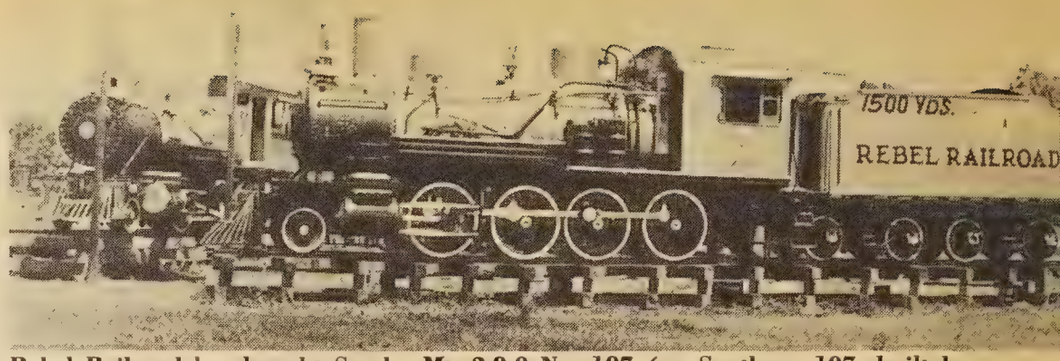


Rebel Railroad has bought Smoky Mt. 2-8-0 No. 107 (ex Southern 107, built by Baldwin, '87), renumbered her 125, put her on display at Pigeon Forge, Tenn.
Jimmy Bower, Peter Pan Road., Lookout Mountain, Tenn.

Sharpsville—Shenango Furnace, one GE 550-hp des.
Sheridan—E.J. Lavino, 2 0-6-0T's, one Ge 300-hp des.
Snawville (Clearfield)—Kyler Coal, loco, 50 mine cars.
South Fork—Adams Fuel, 3 miles, 3 trolley locos, 25 steel mine cars, 36" gage.
Southview (Westland)—Consolidation Coal (Pittsburgh Coal Div.), 37 trolley locos, 14 shuttle cars, 225 steel mine cars, 42" gage.
Spangler—Barnes & Tucker, 5 trolley locos, 6 shuttle cars, 70 steel mine cars.
Springdale—West Penn Power, ?
Steelton—Bethlehem Steel, ?
Stockerton—Hercules Cement, ?
Stoyestown—Freeport Coal, 2 locos, 60 mine cars, 36" gage.
Sugar Notch—Glen Alden, battery locos, shuttle cars, mine cars.
Sunbury—Arligton Hosiery Mills, 2 diesels.
Swedeland—Alan Wood Steel, ?; Philadelphia Slag, one Plymouth gas 0-4-0.
Swissdale—Union Switch & Signal, diesels.
Taylor (Scranton)—Moffat Coal, 25 miles, elec. locos, mine cars, 36" gage.
Tremont—Indian Head Coal, 5 miles, elec. locos, mine cars, 42" gage.
Treveskyn (Bridgeville)—Campbell Coal, 5 trolley locos, 6 shuttle cars, 50 steel mine cars, 40" gage.
Tyler (Force)—New Shawmut Mining, shuttle cars.
Tyrone—West Virginia Pulp & Paper, ?
Uniontown—Farm Coal, 2 trolley locos, 50 mine cars, 40" gage.
Vandergrift—United Engineering & Foundry, 3 diesels; U.S. Steel, ?
Van Meter—Republic Steel, locos, 250 mine cars, 42" gage.
Verona—Republic Steel, trolley locos, steel mine cars, 44" gage.
Wampum—Medusa Portland Cement, ?
Wanamie—Glen Alden, battery locos, wooden mine cars.
Waynesboro—Frich Co., one Vulcan 300-hp dis.
Waynesboro—Landis Tool, one diesel.
West Conshohocken—Allentown Portland Cement.
Westfield—Eberle Tanning, one Plymouth gas 0-4-0.
West Homestead—Mesta Machine, one diesel.
West Leechburg—Allegheny Ludlum Steel, diesels.
Westover—Cambria Clearfield Mining, 15 shuttle cars.
West Winfield—Penn-Dixie Cement, ?
Wheatland—Wheatland Tube, ?
White Station (Saltsburg)—Krolick Coal, 7 trolley locos, mine cars.
Whyel—Harbaugh Coal, locos, mine cars.
Wildwood—Rochester & Pittsburgh Coal, 8 battery locos, 13 trolley locos, 4 shuttle cars, mine cars, 42" gage.
Wilkes-Barre—Vulcan Iron Works, ?
Williamsburg—West Va. Pulp & Paper, ?
Williams Grove—Williams Grove Steam Association, one 0-6-0-, much non-rr. steam equipment.
Williamsport—M.W. Kellogg, 2 diesels.
Wilmerding—Westinghouse Air Brake, one GE 400-hp des, one Whitcomb 400-hp des.
Wilmore—Berwind-White Coal Mining, 36" gage.
Windber—Berwind-White Coal Mining, 36" gage; Reitz Coal, 6 trolley locos, 275 wooden mine cars, 42" gage.
Winton (Jessup), Pompey Coal, 36" gage.
Woodland—Woodland Coal, 4 trolley locos, 100 wooden mine cars.
York—Medusa Portland Cement, ?

Rhode Island

East Providence—Bartlett Scrap Iron, one Mack 15-ton gas 0-4-0.
Fox Point—General Scrap Iron, one Plymouth gas 0-4-0.
Lansdale—King Philip Mills, one 4-wheel elec. loco.
Phillipsdale—Washburn Wire, one diesel.
Providence—United States Rubber, one diesel.
Quonset Point—U.S. Navy, 6 miles, one or more GE 44-ton des.

South Carolina

Cayce—Guignard Brick Works, 1½ miles, one Porter 300-hp des.
Charleston—Koppers Co., ?; Pittsburgh Metallurgical, one GE 150-hp des; U.S. Navy, ?; West. Va. Pulp & Paper, ?
Congaree—"unknown" sand company, one Plymouth 15-ton gas 0-4-0.
Florence—Koppers Co., ?
Gantt (Donaldson AFB)—U.S. Air Force, 2 miles, one GE 380-hp des.
Holly Hill—Holly Hill Lumber, 8 miles, one 2-4-2, one 2-6-0, log cars.
Myrtle Beach—U.S. Air Force, ?
Palmetto—Palmetto Quarries, 3 Plymouth diesels.
Pelzer—Duke Power, one GE 150-hp des.
Pickens—Pointsett Lumber, one Plymouth gas 0-4-0.
Russellville—Russellville Lumber, one Plymouth 18-ton gas 0-4-0.
St. Stephens—Santee River Hardwood, 3 Heislers.
Spartenburg—Taylor-Colquit, 10 miles, 2 GE 300 hp des, cars.
Sumpter—U.S. Air Force, ?

South Dakota

Lead—Homestake Mining, elec. locos, mine cars.
Rapid City—U.S. Air Force, ?
Sioux Falls—John Morrell, ?

Tennessee

Alcoa—Aluminum Corp. of America, 4 or more std.-gage diesels, 2 GE 45-ton des (n.g.), narrow gage cars; Veach-May-Wilson, one diesel.
Alton Park—Tennessee Products & Chemical, ?
Caryville—Sun Ray Coal, locos, mine cars.
Chattanooga—Southern Wood Preserving, one diesel.
Columbia—Blair Quarries, ?
Conasauga—Conasauga River Lumber, 2 2T Shays.
Copperhill—Tennessee Corp., 5 miles plus sidings, 3 diesels, narrow gage.
Cowan—Marquette Cement Mfg., ?
Dean—Straight Fork Coal, 6 locos, 4 shuttle cars, 50 mine cars, 44" gage.
Elizabethton—North American Rayon, 2 miles, one fireless 0-6-0.
Friendsville—John J. Craig, one GE 380-hp des.
Gallatin—Tennessee Valley Authority, 2 GE 80-ton des, one F-M 1200-hp des.
Garland (Careyville)—Hurricane Mountain Coal, 2 locos, 18 mine cars, 48" gage.
Hales Bar (near Chattanooga)—Tennessee Valley Authority, one electric loco.
Harriman—Mead Corp., one Plymouth D-H.
John Sevier—Volunteer Portland Cement, one Davenport gas 0-4-0, one Whitcomb gas 0-4-0.
Kingsport—Penn-Dixie Cement, ?; Tennessee Eastman, one BLW 1000-hp des.
Kingston—Tennessee Valley Authority, 3 BLW 1000-hp des, 2 GE 80-ton des.
Lake City—Beech Grove Mining, 3 locos, 100 mine cars, 48" gage.
Lyles-Wrigley, Tennessee Products & Chemical, ?
Memphis—Forest Products Chemical, one 2T Heisler, one 2-6-2T, 50 tank and box cars, also 20 narrow-gage log cars (pulled by mule).
Memphis—Luria Bros., one gas 0-4-0; Southwest Steel, ?; U.S. Army, ?
Monsanto—Monsanto Chemical, ?
Monterey—Clinchfield Coal, 9 trolley locos, 7 shuttle cars, 90 mine cars; Fentress Coal & Coke, 4 shuttle cars, 42" gage.
Morco (Devonia)—Pocohontas Coal Div. of Consolidation Coal, 2 locos, 4 shuttle cars, 30 mine cars.
Mt. Pleasant—International Minerals & Chemical, ?; Virginia-Carolina Chemical, ?
Nashville—W. G. Bush, one diesel; Marquette Cement Mfg., ?; Tennessee Products & Chemical, one GE 150-hp des.
New Johnsonville—Tennessee Valley Authority, one GE 80-ton des.
Oak Ridge—U.S. Atomic Energy Commission, ?
Petros—Brushy Mountain Coal Mine: Nos. 3 and 4 mines, 22 miles, 6 trolley locos, 100 mine cars, 36" gage; and No. 8 mine, locos, mine cars.
Pigeon Forge, Rebel R.R., one 2-8-2, 3 cars, 36"

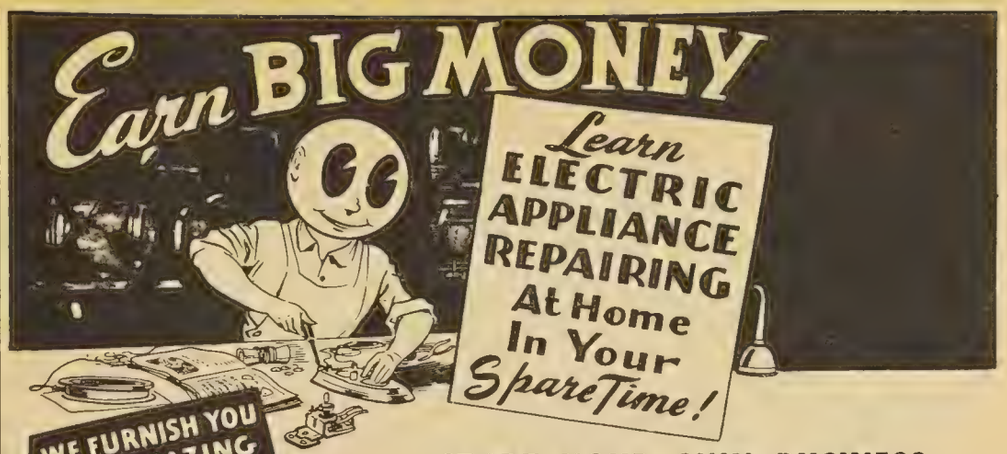
gage; and on display one 2-8-0, one 2-60, both st. gage.
Port Rayon—National Acetate at Ramon, one fireless steam.
Quarryville—Medusa Portland Cement, ?
Richard City—Penn-Dixie Cement, ?
Rockwood—Tennessee Products & Chemical, 2 GE 420-hp des.
Rogersville—Tennessee Valley Authority, 2 GE 80-ton des.
Smyrna (Stewart AFB), U.S. Air Force, ?
Tullahoma (Arnold AFB)—Aro, Inc., one diesel.
Wales—International Minerals & Chemical, ?
Watauga—American Limestone, one 0-4-0 T.
Watts Bar—Tennessee Valley Authority, 2 Plymouth 30-ton gas 0-4-0's.
Whitwell—Tennessee Products & Chemical, 5 locos, shuttle cars, 100 mine cars, 42" gage.
Wind Rock—Wind Rock Coal & Coke, trolley locos, shuttle cars, steel mine cars, 42" gage.

Texas

Austin—Texas Crushed Stone, ?
Baytown—Humble Oil & Refining, ?
Blewett—Uvalde Rock Asphalt, one diesel.
Bogata—Texas Power & Light, 22 miles, one diesel.
Brownfield—Goodpasture Grain & Milling, ?
Camden—W. T. Carter Bros., three 2-6-0-'s, one 2-6-2, one 4-6-0, one Shay (all woodburners), one 2-8-2, several rail autos, cars.
Cementville (San Antonio)—S.A. Portland Cement, one 0-4-0T.
Daingerfield—Lone Star Steel, 7 diesels, cars.
Dallas—General Portland Cement, ?; Lone Star Cement, ?; Pan American Engineers, diesels; Proctor & Gamble, one Plymouth diesel; Six Flags Over Texas Park, one 2-4-2, open coaches, 36" gage; Trinity Portland Cement, one Plymouth gas 0-4-0, cars, 24" gage.
Diboll—Southern Pine Lumber, one 4-6-0, one Plymouth gas 0-4-0.
El Paso—Southwestern Portland Cement, one Vulcan diesel 0-4-0.
Etter—Cactus Ordinance Works, ?
Fort Bliss—U.S. Army, ?
Fort Hood (Killeen)—U.S. Army, ?
Fort Worth—General Portland Cement, ?; U.S. Quartermasters, 4 miles, one diesel.
Foster AFB (Victoria)—U.S. Air Force, ?
Freeport-Dow Chemical, one diesel.
Galveston—"unknown" grain elevator, one gas 0-4-0.
Herty—Southland Paper, one GE 300-hp des.
Houston—General Portland Cement, ?; Houston Shipbuilding, one Whitcomb 190-hp DM; Huges Tool, one Whitcomb 190 hp D-M, 2 other diesels; Ideal Cement, ?; Koppers Co., ?; Lone Star Cement, ?; Manchester Terminal, ?; National Supply, ?; Sheffield Steel of Texas, 2 GE 380-hp des, one Whitcomb 380-hp DM, 0-4-0, one Whitcomb 104-hp D-M (23⅝" gage), std. and 23⅝" gage cars; San Jacinto Ordinance Alant, U.S. Ordinace, ?
Hurst—Ft. Worth Sand & Gravel, 2½ miles, one 45-ton diesel, one handcar.
Jury—Gifford Hill, one GE 300-hp des.
Keltys—Angelina County Lumber, one 2-8-2, cars.
Lubbock—Goodpasture Grain & Milling, ?
Maryneal—Lone Star Cement, ?
Nacodoches—Frost Lumber Industries, ?
Odessa—Southwestern Portland Cement, ?
Ogden—Seratex Materials, one 2-8-2, one GE 380-hp des.
Oildom (Sheppard AFB)—U.S. Air Force, ?
Orange—American Bridge Div. of U.S. Steel, ?
Orchard—Duval Sulphur & Potash, one diesel.
Palmetal (Harlingen AFB)—U.S. Air Force, ?
Pasadena (Houston)—Champion Papers, ?; Olin Mathieson Chemical, ?
Pineland—Southern Pine Lumber, 3 2-8-0's, cars.
Phillips—Phillips Chemical, ?
Port Arthur—Gulf Oil, 2 Whitcomb 550-hp des, several hundred cars; Gulf Shipbuilding, one diesel; Texas Co., several Alco des, several hundred cars.
Pottsboro (Perrin AFB)—U.S. Air Force, ?
Red River Arsenal—U.S. Arsenal, diesels.
Reese AFB (Lubbock)—U.S. Air Force, ?
San Angelo (Goodfellow AFB)—U.S. Air Force, ?
San Antonio—Fort Sam Houston R.R. (U.S. Army), 2 gas 0-4-0's; Longhorn Portland Cement, ?; (Lackland AFB), U.S. Air Force, 2 or 3 44-ton des.
Silsbee—Kirby Lumber, one GM 1200-hp des, one caboose.
Sweetwater—United States Gypsum, ?
Texarkana—International Creosote, one GE 380-hp des, one other diesel, cars.
Urbana—Urbana Gravel, one Whitcomb gas 0-4-0.
View (Dyess AFB), U.S. Air Force, ?
Waco—Central Texas Gravel, 1⅛ miles, one GE 25-ton des.

Utah

Bingham—Kennecott Copper, diesels, cars, also passenger-carrying incline railway.
Castle Gate—Independent Coal & Coke (Castle Gate Mine), 4 shuttle cars; Independent Coal & Coke (Kentlworth Mine) 18 locos, 10 shuttle cars; mine cars 42" gage; Utah Power & Light, ?
Clear Creek—Independent Coal & Coke, 12 locos, 3 shuttle cars, mine cars, 40" gage.
Columbia—(Dragerton), Columbia-Geneva Div., of U.S. Steel, diesels, cars; Minerals Development Corp. of Colorado; No. 1 Mine, 2 shuttle cars, and Book Cliffs Mine, one loco, 2 shuttle cars, 5 mine cars, 48" gage.
Devil's Slide—Ideal Cement, ?
Garfield—Kennecott Copper, 16 miles plus yard track, 12 elec. locos, several diesel locos.



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Helper—Utah Power, one diesel.
Hill AFB (Orden)—U.S. Air Force, ?
Horse Canyon (Dragerton) — Columbia-Geneva Steel Div. of U.S. Steel, ?
Huntington—American Fuel, 6 locos, 2 shuttle cars, 40 mine cars.
International—International Smelter & Refining, one elec., other locos, cars.
Iron Mountain—Columbia Iron Mining, ?
Ironton—Columbia-Geneva Steel Div. of U.S. Steel, diesels, cars.
Latuda—Liberty Fuel, 10 miles, 8 shuttle cars, 320 mine cars, 42" gage.
Mutual (Rains)—Western Coal Mining, 2 shuttle cars and dump cars on incline railway.
Ogden—Amalgamated Sugar, one GE des; U.S. Army Arsenal, diesel.
Provo—Columbia-Geneva Steel Div., 15 miles, three 0-6-0's, one 2-8-0, diesels, cars.
Salt Lake City—Machinery City, ?
Sigurd—United States Gypsum, ?
Spring Canyon—Spring Canyon Coal, 4 shuttle cars.
Sunnyside—Kaiser Steel: Sunnyside No. 1 Mine, 13 trolley locos, 12 shuttle cars, 450 steel mine cars; and Sunnyside No. 2 Mine, 9 trolley locos, 9 shuttle cars, 200 mine cars; and Sunnyside No. 3 Mine, 7 trolley locos, 8 shuttle cars, 22 mine cars, all 3 mines 40" gage; and steel plant, diesels, cars.
Wattis—Lion Coal, 8 trolley locos, 9 shuttle cars, 160 steel mine cars, 42" gage.
Wellington—Knight-Ideal Coal, 4 shuttle cars.

Vermont

Graniteville—Rock of Ages Quarries, one 0-6-2T (on display), several dozen flatcars.

Virginia

Alexandria—Potomac Elec. Power, one fireless 0-4-0.
Andover—Stonega Coke & Coal, 5 trolley locos, 8 shuttle cars, mine cars.
Bells Mills (Norfolk County)—Richmond Cedar Works, one Plymouth diesel 0-4-0.

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Benedict (St. Charles)—Darby Fuels, 9 locos, 155 mine cars, 44" gage.

Clinchfield (Dante)—Clinchfield Coal, 10 trolley locos, 10 trolley mine cars, shuttle cars, mine cars, 48" gage.

Conway—Margaret Ann Coal, 3 locos, 4 shuttle cars, 50 mine cars, 44" gage.

Conway—Dawn Mining, shuttle cars.

Corbo—Clinchfield Coal, ?

Covington—West Virginia Pulp & Paper, ?

Dante—Clinchfield Coal, No. 52 Mine, 11 trolley locos, 543 mine cars, 36" gage.

Dante—Clinchfield Coal, Moss No. 3 Mine, shuttle cars.

Darwin—Cumberland Collieries, shuttle cars.

Dixiana (Norton)—Coal Processing, trolley locos, shuttle cars, mine cars, 44" gage, also one Shay, 36" gage.

Doran (Raven)—Whitewood Smokeless Coal, 4 battery locos, 25 mine cars.

Dorchester—Wise Coal & Coke, one St.-gage 4-8-0 and 12 trolley locos and 200 mine cars, all 44" gage.

Esserville—Christie Coal & Coke, locos, shuttle cars, mine cars, 44" gage.

Fordwick—Lehigh Portland Cement, ?

Fort Eustis—U.S. Army, 37.4 miles, 3 0-6-0's, 7 2-8-0's 2 GM des, 4 Alco des road switchers, 2 GE 380-hp des, 3 GE 600-hp des, cars.

Franklin—Union Bag Camp Mfg., one or more diesels.

Front Royal-American Viscose, one GE 400-hp des.

Glamogan (Wise)—Gladeville Coal, Gladeville Mine, locos, mine cars.

Glamorgan—Gladeville Coal: Glamorgan Nos. 1 and 4 mines, 6 locos, 200 mine cars; 44" gage; and Clintwood Mine, locos, mine cars, 44" gage; and Dale Branch Mine, 4 locos, 40 mine cars; and Dale Branch No. 15 Mine, 3 locos, 20 mine cars.

Glen Lyn—Appalachian Power, one diesel.

Grundy—Popular Creek Coal, locos, mine cars; Rainbow Coal, locos, mine cars; Riverside Coals, 2 shuttle cars, 10 mine cars; Virginia By-Product Coal, 12 locos, shuttle cars, mine cars.

Harman—Harman Mining, 50 miles, 28 locos, 1000 mine cars, 48" gage.

Holly Creek (Darwin)—Cumberland Collieries, shuttle cars.

Home Creek—Home Creek Smokeless Coal, 5 trolley locos, mine cars, 44" gage; Lynncamp Coal, 4 trolley locos, mine cars, 48" gage; Panther Coal, 8 trolley locos, mine cars.

Hopewell—Allied Chemical, Solvay Process Div., 3 or 4 GE 380-hp des, tank cars; Continental Gan, one GE 300-hp des.

Hurley—Knox Creek Coal, 3 locos, 55 mine cars.

Jewell Ridge—Jewell Ridge Coal: Jewell Ridge No. 1 Mine, 41 miles, 24 trolley locos, 720 mine cars; and Jewell Valley No. 2 Mine, 12 trolley locos, 500 mine cars, both mines 44" gage.

Jewell Valley—Jewell Ridge Coal: Jewell Valley No. 11 Mine, shuttle cars; and No. 3, Seng Camp Mine, 4 trolley locos, 75 steel mine cars, both mines 44" gage.

Keen Mountain—Island Creek Coal, 9 trolley locos, 12 shuttle cars, 542 mine cars, 48" gage.

Klotz—Virginian Limestone, one diesel.

Kopp (Grundy)—Southwestern Virginia Coal, 2 locos, 50 mine cars.

Little Creek—U.S. Navy, one diesel-mechanical loco.

Lone Star—Lone Star Cement, one Plymouth diesel, one GE 380-hp des.

Lynchburg—Mead Corp., one Plymouth 25-ton D-H.

Massaponax—L. A. Clarke, one 0-4-0T (on display), narrow gage.

McClure—McClure Lumber & Supply, one gas Shay, 36" gage.

Moss (Clintwood)—Clinchfield Coal, trolley locos, shuttle cars, steel mine cars, 48" gage.

Mullins (Darwin)—Cumberland Collieries, shuttle cars, mine cars.

Newington (Ft. Belvoir)—U.S. Army, ?

Newport News Shipbuilding & Drydock, 5 diesels; Virginia Engineering, ?

Nora (Wakenva)—Banner Splash Dam Coal, 4 trolley locos, 2 shuttle cars, 85 mine cars, 48" gage; Lambert Coal, 12 shuttle cars.

Norfolk—Birsch Construction, ?; Eastern Gas & Fuel Associates, one GE 380-hp des; Norfolk Veneer Mills, ?; U.S. Army, one GE 380-hp des; U.S. Navy, 4 or 5 44-ton des.

Norton—Hawthorne Coke & Mining, locos, mine cars, 42" gage; Wharton Coal, 2 locos, 20 mine cars, 42" gage.

Oakwood—Oakwood Red Ash Coal, 5 locos, 60 shuttle cars, 150 mine cars, 48" gage.

Page—Cambridge Smokeless Coal, locos, mine cars, 48" gage.

Pardee—Blackwood Fuel, 17 trolley locos, mine cars, 44" gage.

Pearisburg—Celanese Corp. of America, one fireless 0-4-0.

Portsmouth—Atlantic Creosoting, one Plymouth 0-4-0 gas, 6 loco cranes; U.S. Navy Ammunition Dump, 2 44-ton des, cars, U.S. Navy Yard, 5 or 6 GE, Davenport, and Whitcomb des, one BLW 1200-hp des, cars.

Purcell (Pennington Gap)—Jeb Pocohontas Coal, 7 locos, 15 shuttle cars, 125 mine cars, 44" gage; Virginia Darby Coal, one loco, 35 mine cars.

Putney—Intermountain Lumber, one 2T Shay.

Queen (Whitewood)—Paragon Jewel Coal, locos, rail cars, shuttle cars, mine cars, 44" gage.

Pine Branch (Dunbar)—Stonega Coke & Coal, 6 trolley locos, 8 shuttle cars, 200 drop-bottom cars, 44" gage.

Pine Oaks (Richlands)—Pine Oaks Coal, shuttle cars.

Radford—Radford Limestone, one 0-4-0T, one 4-wheel diesel.

Red Ash—New Garden Coal, 35 locos, 160 mine cars.

Reusens—E. J. Lavino, two 0-6-0T's one GE 380-hp des.

Richlands—Bandy Bros. Coal, shuttle cars; Norma Mining, locos, mine cars, 48" gage.

Richmond—Albermarle Paper, one 0-6-0T, one fireless 0-6-0; David M. Lea, one 0-4-0T, one diesel; Old Dominion Iron & Steel, one 0-4-0T; Reconey Corp., one diesel; Richmond Deepwater Terminal, one diesel; U.S. Army Quartermasters, ?

Ripplemead—Virginian Limestone, one diesel.

Roanoke—Virginia Bridge, one GE 300-hp des.

St. Charles—Virginia-Lee, 5 trolley locos, 150 steel mine cars, 25 wooden mine cars, 44" gage.

Salem—Koppers Co., ?

Saltville—Olin Mathieson Chemical, 10 miles, one GM 1000-hp road-switcher des, one other diesel.

Schuyler—Alberene Stone Corp. of Va., one GE 235-hp des, one GE 150-hp des, cars.

Strasburg—Strasburg Lime, ?

Swords Creek—Bostic Coal, shuttle cars.

Stonega—Stonega Coke & Coal, 2 trolley locos, 4 shuttle cars, mine cars.

Tookland—Grove Hill Coal, shuttle cars.

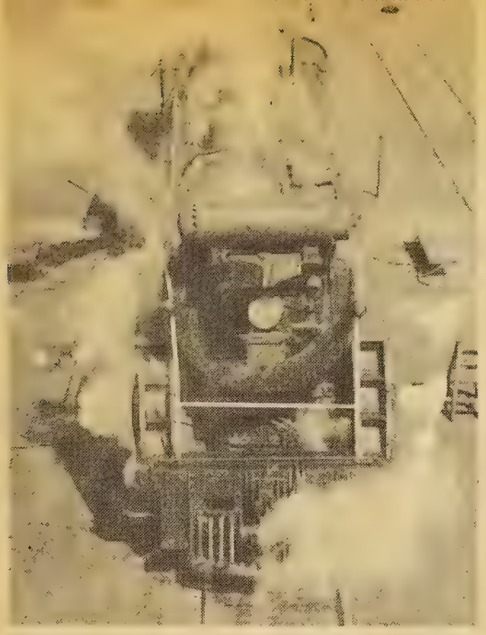
Vansant (Grundy)—Grundy Smokeless Coal, 25 shuttle cars.

Whitewood—Clifton Fork Coal, locos, shuttle cars, mine cars.

Whitewood—Highlands Coal, locos, shuttle cars, mine cars.

(Continued in our next issue)

Atlantic Steel Company's 0-4-0T No. 1 (Porter, 1905) on display, Atlanta, Ga.
Jimmy Bower, Peter Pan Road, Lookout Mountain, Tenn.



Last steam engine to run in Ontario: Canadian National 6021 in April '59.
H. V. Bedwell, Jr., Mount Holly, N. J.

BOOKS of the RAILS

CANADIAN NATIONAL RAILWAYS, two volumes by Lieut.-Col. G. R. Stevens, both 6x9", illustrated, indexed; Vol. 1, *Sixty Years of Trial and Error, 1836-'96*, 514 pages; Vol. 2, *Towards the Inevitable, 1896-1922*, 547 pages, Clark, Irwin & Co. Ltd., 791 St. Clair Ave. W., Toronto 10, Canada; each volume $8, boxed set $12.50.

This great 1,061-page work in two volumes is, we believe, the most comprehensive account ever written of any one rail system. Stevens, who has authored 17 books on various subjects, spent at least eight years researching and writing his CNR history.

Vol. 1 covers predecessor companies, beginning with a Champlain & St. Lawrence train in 1836. Vol. 2 brings us to nationalization, embracing 214 different railways, built under more than 400 charters, plus 60 other companies for steamships, hotels, land sales, elevator and terminal installations, and so on. Canadian National is the world's largest publicly-owned railway network outside of the Soviet Union. Its story is fascinating: background details, economic and political factors, despair and hope, steam engines and lengthening trains—everything, in fact, that helped to form CNR.

The book has a human quality, too. Said Joseph Howe, the first known advocate of government ownership of railways in Canada: "I never see a bride going to church with orange blossoms on her bonnet, or a young couple strolling toward the kissing bridge of a summer evening that I do not involuntarily exclaim, 'Heaven bless them! There goes the material to make railroads.' "

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We are proud to own this two-volume set. It tells us a lot we hadn't known before. For example, Stevens traces "modern" railway piggback back to the year 1801 and shows us a picture of such an operation in Nova Scotia in 1855.

WHEN BEAUTY RODE THE RAILS: A Pictorial Album of Old-time Railroading, by Lucius Beebe & Charles Clegg, 223 pages, 8x11", Doubleday & Co., Inc., 575 Madison Ave., New York City, $6.95.

Two years ago, while reviewing a British album, *The Beauty of Railways*, we wondered why nobody had ever put out an American version of that theme. The field is too vast for a single volume, even a dozen volumes, but Beebe and Clegg do right well with a widely-varied lot of photos and rare old prints.

Their latest book stresses the drama of simplicity. There are nostalgic shots of engines and trains, breathtaking scenes such as a D&H night stop at a snow-mantled depot, a young lady in the 1860's showing a neat ankle on a Pennsylvania Central overpass, an engine trimmed for a picnic, and a yard full of smoking C&O coalburners.

Also quaint artifacts and landmarks. We see a water can, with two glasses—only two for a whole train!—which boys carried through the wooden coaches for thirsty travelers before the days of patent water-coolers. We see a primeval semaphore, a deserted water tower, a hand-operated wrecking crane . . .

"It is the hope of the authors," the foreword states, "that those who take passage on our trains will be carried

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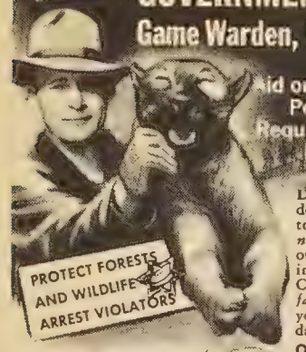

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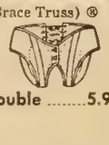

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backward, if only for a brief moment, to a land that was once and truly America the beautiful, a land of cornfields and wooden fences bounding the lightly ballasted right of way, where clouds were few in a blue sky and the long, perfect pattern of the shining rails would go on forever."

STEAM TRAINS OF THE SOO, by Leslie V. Suprey, 80 pages, 8½x11", thick coated paper, mostly photos, B&W Printers & Publishers, Mora, Minn., $5.

Some high-quality photography, rare old pix, histories of the Soo Line and its steam power, and an all-time detailed steam roster, including the Wisconsin Central after 1909, altogether a good buy. Our favorite illustration is John Malvern's slightly misted silhouette of the Enderlin local crossing Crow River.

PENNSY POWER: Steam and Electric Locomotives of the Pennsylvania Railroad, 1900-1957, by Alvin F. Staufer, assisted by Bert Pennypacker and Martin Flattley, 792 pictures, frontispiece in color, published by the author, Box 57, LeRoy, Ohio, $14.

Reminding us that PRR completed its dieselization in 1957, although Pennsy switcher 5244 kept running under lease to Union Transportation Co. in New Jersey until July '59, Alvin Staufer comments: "When the 5244's fire was dropped, a 113-year steam history that embraced nearly 25,000 locomotives was at an end."

These words catch the spirit of his monumental work. Besides 260 pages of steam facts and pix, there are 60 pages of electric locomotives. Big pages, too—the size of *Railroad Magazine* pages but thick coated paper. The book is well organized. It includes sections on the Belpaire firebox, Horseshoe Curve, Altoona shops, switchers and Mallets. The rest is devoted to locomotive types, each wheel arrangement being described and pictured separately.

Pennsy files supplied most of the 700-plus photos. Many railfans also are represented. Likewise Rail Photo Service of Boston and the C.B. Chaney collection in the Smithsonian Institution (not "Institute," as the book's credits consistently misspell it).

Co-author Bert Pennypacker has challenged our often-expressed belief that the Pennsy did more for steam-locomotive development than any other railroad. Bert admits that PRR did the most to develop its own power but he is unable or unwilling to decide which single road, if any should top the list. We like to hear from readers who agree or disagree with us. If the Penny *doesn't* head the list, which road does?

Regardless of this friendly discussion, Pennypacker is a recognized authority on steam. His "103 Years of Reading-Built Locomotives" (Dec. '61) is one of the most popular features we've ever published. Bert is now doing an article for us on Delaware & Hudson steam engines. And his gifted contribution to *Pennsy Power* as text-writer goes a long way toward making Staufer's giant-size new book a *must* for railfans.

DIRECTORY OF RAILWAY OFFICIALS & YEAR BOOK, 1962-'3, 678 pages, 5¼x8¼", stiff binding, compiled from official sources, supervised by editor of *The Railway Gazette*, illustrated with diagrams, indexed, Tothill Press Ltd., 33 Tothill St., Westminster, London SW 1, England, 60 shillings; U.S. price $8.82 postpaid; Canadian price, $9.45 postpaid.

Now in 68th year of publication, this standard reference work is constantly being consulted all over the globe. It gives the right answers to thousands of questions about world railways, including U.S. and Canada, on such points as locomotives, rolling stock, mileage, gages, signaling, tunnels, bridges, electrification, chronology, etc. The best reference railbook buy we know of, a worthy bookshelf companion for *The Official Guide.*

FRISCO FOLKS: Stories of Steam Days on the Frisco Road, by Wm. E. Bain, 272 pages, 5½x8¼", illustrated, Alan Swallow, 2679 York St., Denver 10, Colo., $2.

Paperback edition of $5 book reviewed in our Dec. '61 issue.

BULLETIN 107, edited by Chas. E. Fisher, 138 pages, 6x9", paperbacked, illustrated with photos and drawings, The Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass.; for members $2, non-members $3.

These *Bulletins* are much in demand. As years pass, they become collectors' items. Each is a potpourri of authentic rail lore. Among the topics No. 107 features are pioneer locomotives: Great Northern's No. 1, *William Crooks*; the nation's first train-hauler, *Stourbridge Lion*; Baldwin's first, *Old Ironsides*; the first engine to acquire a pilot, *John Bull*, etc. Also a lengthy bibliography of new railroad books, pamphlets, magazine articles.

EARLY AMERICAN STEAM LOCOMOTIVES: 1st Seven Decades, 1830-1900, by Reed Kinert, 159 pages, 10½x8¼", copiously illustrated, indexed, Superior Publishing Co., Box 1710, Seattle 11, Wash., $15.

The publishers of Kramer Adams' *Logging Roads of the West* and George Abdill's four railbooks have done a superb job with this new volume: informative text matter, many photos from Gerald M. Best's rich collection, drawings by the author, and 16 pages in full color, all on thick coated paper.

Kinert's book delights the eye. It would be a real asset to any railroad library which does not include E. P. Alexander's more comprehensive *Iron Horses: American Locomotives 1829-1900* (published in 1941).

TEXAS' FIRST RAILROAD 1850, illustrated, 24 pages, 6x9", paperbound, first published about 1884, reprinted for Trinity Valley Railfans, 3828 Timberline Dr. S., Fort Worth, Texas, $1.

Story of the Galveston, Harrisburg & San Antonio (now the T&NO, SP).

COOKS CONTINENTAL TIMETABLE, edited by J. H. Price, 400 pages, 6½ x10", paperbound, published monthly by Thos. Cook & Son, Ltd., Berkeley St., London W 1, England (350 offices all over the world); price in U.S.: single copy $1.40 postpaid, $16.15 a year.

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Here are a few suggestions, picked at random. After each author's name is the publisher's price, followed (in parenthesis) by the price you pay, postpaid, when ordering from *Railroad Magazine* Book Service, 205 E. 42nd Street, New York 17, N.Y. Checks or money order must be made out to *Railroad Magazine*, not to any book publisher.

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THE SHOO-FLY

Fiction Story by FRANK J. TAYLOR

THE SUPERINTENDENT of motive power wanted to appoint Harry Stanton to the vacancy, but the division superintendent couldn't see it. He preferred his old friend Jim Blackwell for the job of road foreman of engines on the Middle Division, and neither of the two officials would back down.

The super was a hefty red-headed Irishman, Reilly Burns. The motive power chief, Roger MacDonald, was Scotch and quite lean. These two officials sparred around for a week, each holding out for his own candidate.

Then one day General Manager Garth started asking questions. After calling MacDonald, he telephoned the super: "Reilly, I understand you're blocking the appointment of a division road foreman."

"Well, sir," was the reply, "I'm not blocking it any more than MacDonald is. Mac should go along with me on Jim Blackwell."

"What's your objection to Harry Stanton?"

"Oh, Harry's all right," said the super, "but he's too easy-going to—"

The Old Man cut in sharply: "Reilly, I was superintendent of that division for ten years, you know, and I observed those men closely. My impression was that Blackwell did a lot of railroading with his tongue. If you've nothing serious against Stanton, I'm going to vote for him, and you can tell Mac that you'll do the same."

"Okay, sir, but don't blame me if he falls down." "I'll expect you to help him make good just the same as if we were appointing Jim Blackwell, and don't forget that, Reilly."

"Oh, sure, I'll help him."

Reilly Burns was scowling as he snapped the receiver on the hook.

He was not one to give in easily, and for six months after the appointment of the new road foreman he watched for an opportunity to unload him.

The super's disappointment in not being able to put over Jim Blackwell was aggravated by the fact that Stanton was doing a competent job. Engine failures and fuel consumption on the Middle Division had shown a substantial decrease and the number of couplers pulled out on the road had been reduced to a minimum, which was due largely to the road foreman's excellent work in coaching his engineers in the handling of long freight trains.

But the stubborn Irishman was waiting for a chance to prove that the two brass collars had been poor pickers. It came suddenly one chilly, rainy December morning. No. 2, the eastbound *Pawnee Limited*—while gobbling up eighty-eight feet per second, or sixty miles per hour—hit a broken rail and her great Pacific-type locomotive, No. 1703, plunged down a seven-foot fill and lay on her left side. Baggage cars,

A RAILROAD classic, copyright 1931 Popular Publications, Inc.

coaches, and Pullmans followed in a tangled mass of iron and steel and wood. By a near miracle nobody was killed or even seriously hurt.

Burns and his assistant superintendent, Tom Henderson, arrived with the big hook and the wrecking crew about four hours after the spill.

Burns quickly surveyed the situation, and decided that two or three days would be required to clear the wreck and restore the main line to service, so he ordered his track gangs to build a temporary track, or "shoo-fly," to detour traffic around the *Pawnee's* mangled engine and cars.

THE MEN worked steadily. Rails were pulled from a siding near-by. A lot of new ties that had been distributed to replace old ones were gathered up and hauled to the scene. Shortly after midnight the shoo-fly was ready for trains at very slow speed.

Harry Stanton had been at the other end of the division when the *Pawnee* piled up, but arrived at the wreck at about noon the next day. By five o'clock that afternoon some of the cars had been picked up. A coach, two baggage cars, and the engine and tender still lay prostrate where they had fallen. The weather continued wet, the ground soggy. The wrecking crew's work became more difficult.

No. 3, a local passenger train, was due at about 5:30. A few minutes before that time, Reilly Burns told the road foreman:

"Tom and I have been out here since four yesterday afternoon, and we're going to town on No. 3. I want you to take charge until we come back tomorrow morning. The wrecking crew will knock off at dark. All you have to do is stay awake and watch the shoo-fly. I'll tell the roadmaster to leave a couple of trackmen in case you need help, but I think it will stop raining soon, and you shouldn't have any trouble."

As No. 3 approached slowly over the shoo-fly, the assistant superintendent said: "Mr. Burns, don't you think I'd better stay here with Harry? He hasn't had much experience of this kind."

The road foreman was not within hearing, and the super replied curtly: "So you're trying to mother Stanton, are you? This night will show what's in him. He'll never learn any younger."

The General Manager yelled: "Good-bye, boys! You've done great work."

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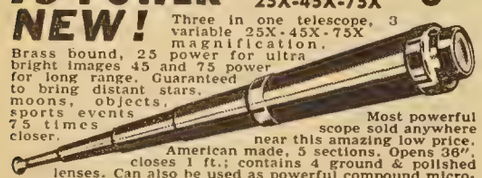

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"Just as you wish, Mr. Burns; but if it pours all night that shoo-fly will be hard to find by daylight."

As darkness enveloped the place, Stanton gazed around ruefully. The Pacific was on her left side. The tender, baggage cars, and a coach, bent and broken, were lying where they had been tossed. The ragged-looking shoo-fly, with its light sixty-five-pound rail on ties flung down hurriedly on a foundation of slimy mud, appeared too frail and slippery to stand the strain of traffic that must pass in the night.

The middle of the shoo-fly was its weakest spot. It sank lower there, and already the water was halfway up the sides of the ties. If the rain should continue all night, a derailment seemed inevitable. The inside rail was now six inches below the outside, and every passing train would make it worse.

A LONG freight train crawled slowly over the shoo-fly. It was 8:15. In knee boots Stanton stood in a foot of water, holding his flashlight close to the wheels, and watched anxiously.

The second car from the end was a gondola loaded with pipe for a pipe line from an oil field, and its last wheel snapped the inside rail. Fortunately, the next car and the caboose passed over safely, but now Stanton had a broken rail in the shoo-fly—and No. 8, the Fast Mail, was due in forty minutes.

Should he ride the track motor car three and one-half miles to the nearest section foreman's house and get his gang back to the shoo-fly to put in a new rail as soon as possible? Or should he slip a couple of ties under the break, spiking two angle-bars securely under the broken ends to hold them together long enough to let No. 8 over?

Stanton had noticed that the broken rail was a short piece about twenty feet long. He knew that a rail would have to be cut to fit. All that would take time—two hours, at least—and would give the Mail a bad delay.

He decided to take a chance and let No. 8 over first. The two track laborers worked slowly—painfully so, it seemed to the road foreman. They had to dig out a place for the two ties, then shove them under the rail and spike the two angle-bars in position to clamp the broken ends.

No. 8 came and stopped. Jim Blackwell, the engineer, climbed down from the cab of his fast Atlantic type, the 901, and stepped slowly on the ties to where the road foreman and his men were working at the broken rail. He scowled at the crude way they were patching the broken ends in the rain.

"Stanton," he said, "you might as well quit foolin' with that broken rail. I'm not takin' this engine over a break in a mudhole."

The road foreman did not reply, but his jaw was set. In two more minutes the last spike was driven. He handed his flashlight to one of the trackmen, saying: "Watch every wheel carefully, and give me a stop signal if anything goes wrong."

The gandy dancer grinned. "She's holdin' okay. I spiked her good."

Stanton started toward the 901.

"Where you goin'?" said Blackwell.

"I'm going to pull that train over the shoo-fly. You made a crack that you wouldn't. I'm not asking you to do anything I can't do myself."

Through the rain and darkness their tense eyes met and neither flinched. Blackwell studied the wrinkled forehead, the thin white lips firmly set, but in the official's eyes he saw no resentment—only the quiet determination of a man making the best of a bad situation. Then he relented.

"Harry," he said. "If you want No. 8 over the shoo-fly, you watch the wheels and I'll do it."

"Thanks, Jim."

Only two words, but they meant a lot to both men out in the slimy mire.

The road foreman returned to the broken rail and flashed his light on it. The Mail puffed and slipped its drivers a couple of times in starting, then proceeded toward the shoo-fly. Slowly, very slowly, the wheels turned.

When the swift Atlantic had passed over the break, Stanton felt easier, but he watched closely until the last car had rolled safely past. As soon as the rear had cleared, he swung a highball.

THE TELEPHONE installed at the wreck had gone out some hours before, but the dispatcher had sent Stanton a line-up of trains for the night in care of the Fast Mail's conductor. Now he read the message:

> Extra 700 West about midnight. No. 32 about 1.00 a.m. 33 about 2.30 a.m. Three sections of 35 about 5.00 a.m. Should be close together. No. 7, with the General Manager's car, about 6.00 a.m.

Seven trains in all. After No. 8 departed, Stanton told his section men to put the motor car on the track. Then he hurried to the nearest section house. Here he aroused the foreman, telling him to get out the gang and replace the broken rail.

When they returned to the wreck of

the *Pawnee Limited*, Stanton and the foreman urged their men to work rapidly. A few minutes before midnight the new rail was in place. Extra 700 west passed over safely.

For two hours a light rain had been falling, and as the caboose markers of the extra dimmed out in the dripping darkness, the clouds really opened up and poured down in torrents.

Stanton knew that three or four hours of such downpour would put the low part of the shoo-fly under water for three or four car-lengths. The inside rail would sink first, and the cars, slanting sideward, would put an additional weight on that rail. There was grave danger of something turning over and blocking the shoo-fly.

The section foreman was Jim McGuire, a long, lean, grizzled veteran. Stanton told him what he feared the rain would do to the shoo-fly.

"Sure, Mr. Stanton," came the answer, "it's three or four cars of gravel we need for that low place, especially under the inside rail."

"I know, Jim, but gravel doesn't sprout on trees around here."

"True, Mr. Stanton, but a coupla days ago the local set out ten flatcars loaded with gravel on the spur at Miller for a county road job. What with the bad weather, thim county men haven't been doin' much unloadin'." He grinned. "If ye could square it with the super, we might run over there with the motor car—it's only three miles—flag No. 32, an' have thim pick up about five gravel cars behind their caboose, cut 'em off on the shoo-fly, an' unload 'em. Then let No. 33, when she comes, shove 'em back over to Miller."

Stanton was listening attentively.

"Of course, if the rain stops," the section boss went on, "Mr. Burns 'ill say it was bad judgment, an' maybe he'll raise hell about takin' the county's gravel; but if the storm keeps up like this until five or six in the morning', the shoo-fly wouldn't be safe for a hand-car."

Stanton did some fast thinking. "Jim, that's just what we'll do. Get that section gang at Miller to unload the gravel."

The rain continued without abating. Stanton and the section boss rode the motor car to Miller. No. 32 came along on time. They stopped her, backed her in carefully on the gravel, and coupled her caboose to five cars of it. Then the motor ran ahead of the train back to the wreck.

While they were gone the water rose six inches. Stanton was worried about letting No. 32 over. But he took a chance and held her there while they unloaded the gravel, so she could pull the empty cars off the shoo-fly and let them work at shoveling the gravel while waiting for 33.

After 32 left, the two section foremen, each with eight men, started raising track and putting the gravel under. The ground was soft. They dug shallow trench-like pits in which they placed ties to make a foundation for the track jacks. They raised the inside rail higher than the outside because the weight of passing trains would tamp it down a-plenty.

IT WAS a thick, chilling December rain. There was scarcely any wind. but that continuous swishing through the trees on the ground was monotonously uncanny.

Stanton wondered what urge in men impelled them to work nearly knee-deep in mud and water. He speculated what he would do if they refused to go on. Already two of them were grumbling.

Grabbing a shovel stuck handle up in the mud, he went over to the two men he had heard muttering, and elbowed his way between them. Then his shovel persuaded the gravel under the jacked-up ties with the steady swing of strong muscles and a stout heart. The grumbling ceased, but the shovels of all the men were slackening the pace.

Time was precious. Stanton hoped not to delay No. 33 more than half an hour, but the inside rail had been raised for only half the distance where it was dangerously low. There remained fully two and one-half carloads of gravel to put under.

He called old Jim McGuire. "Have you got a fellow in the gang who can sing?" he asked eagerly.

"Yes, sir, that colored boy, Smokey Wabash, hits it up sometimes when he's feelin' good."

"Then see if you can get him started. Those men are not so much tired as they are depressed with these gloomy surroundings. I don't blame them, either. And wait, Jim, after you get Smokey started, take one man on the car with you to the section house. Bring back a pot of hot coffee, with plenty of bread and butter."

"Yes, sir; but the Java will be cold when it gets here, Mr. Stanton."

"Right! Bring plenty of dry kindling, also some paper and matches. Cover them with a tarpaulin or canvas and we'll soon get it hot."

"But where the divil is there a spot dry enough to build a fire around this damned place?"

McGuire looked around. "What about

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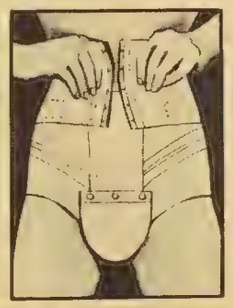

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in the cab of that overturned engine?"

McGuire hurried off. A few minutes later the rich bass voice of Smokey Wabash was crooning:

"Come on, ol' gravel! Come on, get under!
'Nother choo-choo comin'. Come on, get under!
De rain am a fallin', but trackmen am a-shovelin',
De rain am a fallin', but trackmen still a-shovelin'."

The gandy dancers went at their work with renewed spirit. Stanton watched them, fascinated. The mudhole seemed to take on a new color, while shovels swung with a steady purpose.

In less than three-quarters of an hour Jim McGuire returned with a fragrant pot of coffee, buttered bread, and kindling. Stanton himself built a fire. The laborers smelled the coffee and seemed to realize that they had not been forgotten in the chilling rain and mud.

Soon the road foreman and McGuire passed out cups of steaming hot java to the men bending over the gravel. All drank greedily and ate the bread.

No. 33 came shortly after four a.m., and passed safely over the shoo-fly. There was nearly an hour before the first section of No. 35 was due. If they came close together, about ten minutes apart as Stanton hoped they would, and if No. 7 were on time, he would then have until 8.30 before the local passenger train showed up. He figured that Reilly Burns with the work train and wrecking gang would arrive about an hour ahead of the local.

BY FIVE o'clock nearly all the gravel had been shoveled under the shoo-fly. Now there was no part of the temporary track on which the water was higher than the bottoms of the ties. Stanton and the two section bosses felt that the crisis was over.

The three sections of No. 35 passed without mishap, the last one departing at 5.40. The gandy dancers were still busy spreading gravel. No. 7 approached and started over the shoo-fly at 6.10. It was still dark.

At the rear of the eleven-car train was General Manager Garth's business car. Standing just inside the door of the observation end, and fully dressed, stood the Old Man himself. It had been a bad week for his railroad, and Mr. Garth hadn't slept well.

He knew perfectly the site of the wreck and he feared that rain had been falling all night. He figured there'd be a foot and a half or two feet of water over the lowest part of the shoo-fly, and he expected to be delayed there.

When the train stopped, the Old Man expected to hear one long and three short blasts of the engine whistle, warning the flagman to go back and flag; but after stopping only a few seconds he heard a reassuring *toot-toot,* and felt his car start ahead. He turned on the switch that lighted the electric bulbs under the rear end of his chariot, so he would see better the conditions at the shoo-fly. Then he opened the door and stepped out on the observation platform.

The train proceeded at a speed of about six miles per hour. Mr. Garth felt the head end of his car dip downward as its truck followed the grade to the middle of the shoo-fly, and the chariot swayed slowly.

As the rear end reached the lowest part, his large hands grasped the brass railing around the end of the platform and he leaned far over to see the track better. Instead of his car rolling through deep water, as he had expected, Mr. Garth observed a lot of gravel under the ties and noted that the water was actually six inches from the rails.

"Reilly's been doing good work," he murmured. Then, as his car rose on the higher portion on out toward the solid track, he saw the track laborers bend again to their work on each side of the shoo-fly while the train moved away.

The gandy dancers, with rain glistening on their curving bodies in the gleam of the electric lights under the observation platform, gave the Old Man a mighty good feeling. He pulled a rope twice. In response came two short whistles from the engine. The train stopped. Scorning the hat and raincoat in his stateroom, he swung down from the platform and splashed through the mud, rain, and puddles back to the gang of workers.

"Who is in charge here?" he asked. "Mr. Burns?"

"No, sir," said McGuire. "Mr. Burns went in on No. 3 late yesterday afternoon. Mr. Stanton's in charge, sir."

"Where is he?"

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"Over yonder in the cab of that overturned engine. He's boilin' more coffee for the gang, sir. When he ain't makin' Java he's out here shovelin' with us."

"Was this gravel under the shoo-fly when Mr. Burns left?"

"No, sir. It kept rainin' so much that Mr. Stanton was afraid the shoo-fly would get too soft, so he called out both section gangs an' borrowed five cars of the county's gravel up at Miller's spur, an' she'll hold up all right, now, sir."

"Tell him I said that's fine management." Then he turned to the gang of bending backs and swaying shovels. His face beamed with a glad smile and he yelled: "Good-bye, boys! You've done great work."

BEFORE Reilly Burns retired at about ten o'clock the previous night, he told the chief dispatcher to get in touch with him if anything went wrong at the wreck. He left a call with the hotel clerk for five a.m., as he wanted to start the work train and wrecker at six. He was tired and slept soundly all night.

The telephone in his room buzzed at five. Before dressing, he called the night chief dispatcher. "Has it been raining all night, Grady?"

"Yes, sir, raining hard."

Burns groaned. "Then our damned shoo-fly must be two feet under water. Surely Stanton has better sense than to run trains over that skeleton track under such conditions. I'll be right down."

"Yes, sir."

And the chief went over to the dispatcher's table to see that orders for the work train and wrecker would be ready without a hitch.

With every mile that the redheaded Irishman drew nearer to the scene of the accident he became more disturbed. He saw that the heavy rain had been general and knew what to expect at the shoo-fly. Harry Stanton must have had a fool's luck in getting those trains over, he mused, but now traffic would stop while that track was being raised.

This dreary prospect did not please Superintendent Burns.

Upon arrival, he saw what had been accomplished during the night. At first he was angry to realize that the man whose appointment he opposed had proved so capable in the emergency. Then his sense of fair play returned.

"Stanton," he said, looking into the tired face before him, "I guess you've had a hard night. Hop onto No. 4 when she comes and get some rest. Every man on this road is proud of the way you handled this job."

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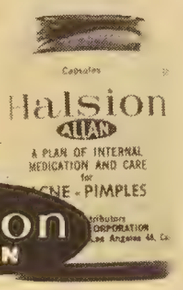

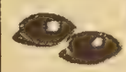

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Union Pacific's New Type of Coalburner

UNION PACIFIC is giving road tests to the world's first direct-fired coalburning gas turbine-electric locomotive. (Photo on front cover.) If successful, this type will enable the railroad to resume use of its vast coal supplies, which have lain dormant in recent years because of the wide use of locomotives which burn only petroleum fuel. Designed and built by UP, the newcomer is rated 7000 horsepower and includes a 2000-hp diesel-electric lead unit, a 5000-hp coal-fired gas turbine unit, and a tender which carries coal and coal-pulverizing equipment.

Arthur E. Stoddard, the road's president, says this development is "strictly an experiment to evaluate the feasibility of using coal to power a gas turbine in locomotive service."

Long a leader in developing high-hp motive power, UP now has in regular freight service 19 oil-fired gas turbine-electric locomotives of 4500 hp each and 30 units of 8500 hp each. No other railroad on earth is using such locomotives. The power plant in these freight-haulers is similar in principle to aircraft jet engines except that the railroad's power output is used to turn electrical generators rather than exert a thrust on the atmosphere.

Only one direct-fired coalburning gas turbine has ever been tested and that was in an experimental stationary installation. None has ever been applied to railroad motive power. Combustion and ash-separation problems, not encountered when oil is used for fuel, have been the major obstacles to using coal for fuel in gas turbines.

The first, or lead, unit of the new experimental type is a specially-modified 2000-hp diesel-electric freight locomotive unit which supplies power to crank the gas turbine in starting and then exerts 2000 hp for pulling a train. The gas tubine and diesel-electric units add up to 7000 hp.

The second unit, 101 feet long, contains the gas turbine power plant, coal-combustion and ash-separation equipment, main generators, and an auxiliary diesel engine coupled to a 500-kilowatt alternator to provide electric power for coal-processing equipment. Eight of this unit's 12 axles have traction motors, drawing their power from the main generators driven by the turbine.

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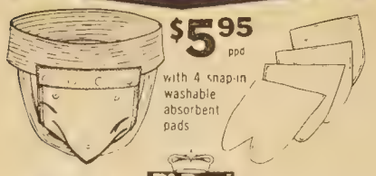

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O&LC ROSTER NOTES

THIS road was chartered May 14, 1895, as the Northern Railroad Co. of New York, was built from Ogdensburg to Rouses Point, N.Y., 118 miles, opened Oct. 1, 1850. Reorganized in 1858 as the Ogdensburg, then in 1864 as the Ogdensburg & Lake Champlain. In 1870, leased to Central Vermont for 20 years, in 1886 leased in perpetuity; about 1900, taken over by the Rutland.

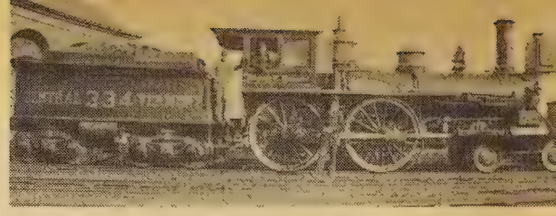
The last locomotive list shown in CV records was dated March 8, 1897, but engines 336, 337, and 338 were obtained later. They were built as Nos. 63, 61, and 62 for—and used by—Smith & Hanford, contractors.

Rhode Is. Loco. Works Nos. 2985, 2983, and 2984 built in 1893 with 19x24" cylinders, 57" drivers.

Nos. 339, 340, and 341 built by Schenectady in 1897 (bldr. Nos. 4645-4647) with 19x28" cylinders, 54" drivers.

342 was built by Baldwin in 1879 (bldr. No. 4392) with 19x24" cylinders, 51" drivers, for the Buffalo, N.Y. & Phila. as No. 1, then sold to the Western N.Y. & Penna.

Engines marked * may have been built at Malone but more likely were old engines rebuilt and renamed. All O&LC engines listed Jan. 1, 1891 were coalburners. Nos. 18, 20, and 22, received in 1889, ran on the O&LC Div. only 2 or 3 months before being sold to the New London Northern.



The *Warren K. Blodgett* (Mason '68)
Harold K. Vollrath collection

No. 340, Schenectady cross-compound
Walter A. Lucas collection

ALL-TIME STEAM LOCOMOTIVE ROSTER OF THE

Compiled by

No.	Name or number as of 1862	1874	1891	Rut. 1901	Construction Nos.
1	Sorel				16
1		*J. C. Pratt	301		
2	Richeleau				
2		G. M. Barnard	302		62
3	Rideau				
3		J. W. Pierce	303		435
4	Oswegatchie				
4		John C. Pratt H. A. Church	304		431
5	Deer				
5		DeWitt C. Brown			282
6	Trent				
6		Abraham Klohs	306	74	286
7	Welland				
7		J. .S. Farlow	307		
8	Ottawa				
8		Malone	308		25
9	Ontario				
9		Ogdensburg	309		
10	Ausable				277
10		Stag Gen'l Grant	310		
11	Saranac				270
11		Fawn Gen'l Sherman	311		
12	LaGrasse				276
12		*Welland	312		
13	Chateaugay				234
13		St. Lawrence	313	75	
14	Niagara				
14		*Champlain	314	392	8309
15	Michigan				
15		*Fawn	315		
16	Racquette				300
16		*Stag	316		
17	Erie	Ontario	317	382	299 456
18	Superior	*Richeleau No. 18	318	393	10229 10638
19	Genesee				
19		*Economy	319	383	457
20	St. Clair				
20		*Turtle No. 20	320	394	10242 10914
21	Huron	Michigan	321		8310
22	St. Lawrence	Deer No. 22	322	396	248 10236 10916
23	St. Regis				281
23		Rideau	323	297	10917
24	Champlain				236
24		*Superior	324	172	10924
25	Salmon				261
25		Huron	325		62
26	Little Salmon				255
26		*St. Clair	326	173	10925
27	Little Trout				262
27		Sorel	327	76	
28	Chazy				47
28		*Ottawa	328		
29	LaGrasse	LaGrasse	329	398	1584
30		Salmon	330	399	1585
31		Genesee	*331		
32		Chateaugay	332		291
33		St. Regis	333		293
34		John Schrier	334		294
35		W. A. Short	335		292

The O&LC's No. 313, the *St. Lawrence*
Walter A. Lucas collection

Rutland No. 393 was renumbered 153; No. 394 renumbered 152; No. 396 renumbered 154; No. 297 renumbered 155.

Builders: Amos. (Amoskeag), Mal. (built by O&LC at Malone, N.Y.), Taun. (Taunton), Ess. (Essex), Bos. (Boston), Mas. (Wm. Mason), M&A (McKay & Aldus), Man. (Manchester). Port. (Portland), Bald. (Baldwin), H&D (Hinkley & Drury), R.I. (Rhode Island), Kirk, Globe.

The J. C. Pratt was renamed W.J. Rust, the G.M. Barnard became W.L. Frost, and the Ogdensburg became M.A. Short. No. 317 was named Economy, No. 319 Energy, No. 329 S. A. Carlton, No. 330 D. W. Lawrence, No. 331 Hoyle, No. 332 Chateaugay, No. 333 W.J. Averill, No. 334 W.K. Blodgett, and No. 335 W.A. Haskell.

The Welland may have been first No. 7 rebuilt. The O&LC bought Nos. 332-335 between 1871-'73. Driving wheels of 334 and 335 were changed to 66" No. 334 was scrapped between 1892-'95.

J. C. Pratt scrapped 1891-'2. Richelieu finally renumbered 25. G.M. Barnard, John C. Pratt, Deer, and Welland scrapped between 1892-'5. Oswegatchie bought by the Rutland & Burlington. A. Klohs was rebuilt in 1893. Ottawa built for Norfolk RR. as the Waterford. Malone scrapped in 1895. Stag rebuilt at Malone in 1873 and renamed.

Fawn rebuilt at Malone in 1872 and renamed. LaGrasse later renumbered 29. Welland and second Fawn scrapped in 1891. Erie on Jan. 1, 1876, had 12x20" cylinders, 60" drivers. Superior was rebuilt at Malone with 14x20" cylinders, 60" drivers, and renumbered 91 for CV; later sold to NLN in 1890. Genesee was later renumbered 31. No. 20 built as CV 33, sold to NLN in 1890.

No. 320 built as CV 300, apparently renumbered. Huron scrapped prior to 1876. No. 22 built as CV 92, sold to NLN in 1890. No. 332 built as CV 324. No. 323 built as CV 326. Salmon later renumbered 30. No. 234 was originally No. 2 with 15-24" cylinders, 66" drivers.

Chazy was built for the Old Colony as the Mayflower. LaGrasse originally No. 12, scrapped prior to 1876. Second Salmon originally No. 25, scrapped prior to 1876. Genesee originally No. 19, larger cylinders installed prior to 1876. No. 332 was CV 64, the Braintree. No. 332 was CV 65, the Fairfax. No. 334 was CV 62, the Richmond. No. 335 was CV 63, the Stowe.

CENTRAL VERMONT, Ogdensburg & Lake Champlain Division

Elwin K. Heath

Bldr.	Blt.	Type	Cyls.	Dri.	Wt.
Amos.	1851		16x20	74	
Mal.		4-4-0	15x20	60	56000
Taun.	1851	4-4-0	14x24	54	
Taun.	1869	4-4-0	16x24	60	62500
Ess.	1851		16x24	66	
Taun.	1868	4-4-0	16x24	60	62500
Bos.	1850		15x18	60	48700
Taun.	1868	4-4-0	16x24	60	62500
Kirk	1850		16x20	68	
Mas.	1868	4-4-0	16x24	60	62500
Ess.	1851		15x18	60	
Mas.	1868	4-4-0	16x24	60	63700
Ess.	1851		15x18	60	
Mal.		4-4-0	15x24	60	
Taun.	1850		15x18	60	
M&A	1867	4-4-0	16x24	60	61500
Globe	1850		15x20	60	
M&A	1867	4-4-0	16x24	60	66000
Bos.	1850		15x18	60	
Man.	1865	4-4-0	15x24	60	60000
Bos.	1850		15x18	60	
Man.	1866	4-4-0	15x24	60	60000
Bos.	1850		15x18	60	
Mal.		4-4-0	15x20	54	53200
Bos.	1849		14x18	60	
Mal.	1862	4-4-0	15x20	54	55000
Ess.	1852		15x24	54	
Mal.	1864		15x20	54	
Bald.	1886	2-6-0	19x24	54	93000
Ess.	1852		15x24	54	
Mal.		4-4-0	14x20	60	53300
Bos.	1851		16x24	54	
Mal.		4-4-0	14x20	60	52000
Bos.	1851		16x20	54	
Port.	1882	2-6-0	18x24	54	81800
Globe	1851		16x20	54	
Bald.	1889	4-6-0	19x24	54	
Bald.	1890	2-6-0	19x26	54	107000
Ess.	1851		15x20	54	
Mal.			12x20	60	
Port.	1882	2-6-0	18x24	54	81800
Ess.	1851		15x20	54	
Mal.			11x20	48	
Bald.	1889	4-6-0	19x24	54	
Bald.	1890	2-6-0	19x26	54	107000
Ess.	1851		15x20	54	
Bald.	1886	2-6-0	19x24	54	93000
Bos.	1849		16x20	60	
Bald.	1889	4-6-0	19x24	54	
Bald.	1890	2-6-0	19x26	54	107000
Bos.	1850		16x20	54	
Mal.			16x20	60	
Bald.	1890	2-6-0	19x26	54	107000
Bos.	1849		15x20	54	
Mal.			15x20	54	
Bald.	1890	4-4-0	17x24	66	86000
Bos.	1850		14x20	48	
Taun.	1851	4-4-0	14x24	54	54500
Bos.	1849		11½x20	48	
Mal.			15x20	54	
Bald.	1890	4-4-0	17x24	66	86000
Bos.	1850		11½x20	48	
Mal.	1872	4-4-0	16x24	54	66200
H&D	1849		11½x20	48	
Mal.			14x18	60	
Bos.	1850		15x18	60	
R.I.	1885	2-6-0	19x24	54	100000
Bos.	1850		14x20	48	
R.I.	1885	2-6-0	19x24	54	100000
Ess.	1851		16x24	54	
Mal.	1870	4-4-0	16x24	60	73500
Mas.	1868	4-4-0	16x24	54	60400
Mas.	1868	4-4-0	16x24	54	60400
Mas.	1868	4-4-0	16x22	60	61000
Mas.	1868	4-4-0	16x22	60	62500

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HOBBY CLUB

by Sy Reich

CANADA is building a new railway. Tracklaying on the Great Slave Lake line reached the Meikle River last fall, 73 miles north of Peace River, Alta., and despite severe weather the broad Meikle was bridged as a winter project. This 435-mile railway into the Northwest Territories starts at Poma. The Canadian National has already let contracts for clearing the final 300 miles of right-of-way up to the Hay River, northern terminus on Great Slave Lake.

Sy Reich

Trolley Excursions

Feb. 10—"Snowflake Special" with Shaker Hts. No. 12 (built by Kuhlman in 1914) over SHRT and CTS, sponsored by Euclid Railfans Club. Lv. Cleveland Union Term. 1 p.m. Special photo stops after dark. Contact Geo. Badstuber, trip coordinator, 21701 Maydale Ave., Euclid 29, Ohio.

Feb. 16—Tour of LAMTA streetcar lines in PCC 3165, newest LA streetcar, proceeds to benefit fund to preserve this car at Orange Empire Trolley Museum. Contact Electric Ry. Historical Asso. of Sou. Calif., 936 S. Genessee Ave., Los Angeles, Calif. Other ERHA trips: March 17—"mystery" equipment LAMTA tour; March 30—Last day of LAMTA streetcar operation, daytime trip, and a night excursion.

The Steam Parade

"Who can tell me where to buy an old-style steam locomotive and cars so I can operate passenger service out of Grand Rapids to the logging-type outdoor restaurant I will open in June north of Rockford, Mich.?" asks Bruce M. Radder, 425 Cherry St., S.E., Grand Rapids, Mich.

North Carolina's Cliffside Railroad has ended 55 years of steam by retiring 2-6-2 No. 110 (Vulcan, 1927) and giving her run to a diesel, laments Bill Delmar, a Georgia Tec student, Atlanta, Ga. Cliffside's only other steamer, 2-8-0 No. 40. (Baldwin, 1925), ex-Lancaster & Chester, was sold to a Chester, Pa., amusement park. Bill took about 50 photos on steam's last day.

The Rockton & Rion is now operating Nos. 31, a 2-8-2 acquired from Woodward Iron; 31, which has pneumatic firedoors and a slightly larger firebox; 712, ex ACL 2-8-0, and two 0-4-0T switchers (one Alco, the other Porter), according to John Nielsen, 611 Dogwood St., Columbia, S.C. There is also an 0-4-0 Vulcan internal-combustion loco resting ingloriously on a flatcar. No. 19 carries a plate identifying her as the property of Southern Iron & Equipment Co.

Elgin, Joliet & Eastern No. 765 is now on permanent display in Gateway Park at Gary, Ind. She had been sold in 1948 to the DM&IR, which renumbered her 1330 and recently sent her back "home". A fence enclosure protects her from vandals but not from weather.

DM&IR has given 2-10-2 steam loco 502 (Baldwin, 1916) to National Museum of Transport, St. Louis. The Museum now has 35 steam, electric and diesel locomotives.

SP&S No. 2705 (4-8-2), long stored at the Vancouver, Wash., yards, is being moved to Maryhill Museum, reports Vernon Beatty.

Locomotive Roster Notes

"Why doesn't someone put out a paperbacked book including all the steam rosters ever published in *Railroad Magazine?* It should really sell." So says Jim Bowers. We don't know how it would sell. Our company does not publish books. But if any ambitious fan wants to put out the book at his own expense, we would grant him permission, on written request, to reprint all our rosters. Also, we would give the book a generous amount of publicity.

Thanks, David Ingles, for the following roster corrections: C&EI was sold to the Longview, Portland & Northern, renumbered 1002. The LP&N listing in our Shortlines of Washington roster should have reaf ex C&EI 110, not 76. The number 76 is the unit's Baldwin serial number, not its ex road number. EJ&E 272, sold to B&O, was renumbered 8200, not 9200. NJI&I is an ex NW2 model, not SW7.

Also, as confirmed by CSS&SB but not indicated in the original material they sent us, their electric locos 900-903 are ex Illinois Central 10000-10003. Dave, son of DT&I Mechanical Engineer, keeps an eagle eye on our rosters.

Another well-informed fan, Felix Brunot, spotted a typographical slipup in our Southern System roster: all locos numbered between 6500 and 6799 belong to Alabama Great Southern.

As of last November, the following P-5a's have been scrapped, reports H.R. Johannessen: 4701, 4706, 4709, 4713, 4715, 4743-4745, 4747, 4751-4753, 4758, 4761, 4764-4767, 4773, 4774, 4776-4780, and 4783-4791. The bulk of these units were P-5a modifieds, with Raymond Lowey type cabs. Most of the box-cab units scrapped had major re-

pairs due which were uneconomical. Also scrapped are ex GN FF-2 units 2 and 4.

Setouts and Pickups

Kansas Pacific pix for book publication are wanted by Donald Duke, editor-publisher of Pacific Railway Journal, P.O. Box 91, San Marino, Calif.

Jersey Central is turning over to the Pennsy its passenger service over the NY&LB, reports Bob Purdy, and abandoning its Jersey Central passenger ferry slips. Its main line will be connected with the Lehigh Valley. Hereafter all CNJ passenger trains will run into Newark, N.J.

Alvin F. Staufer, artist and author, whose latest book, "Pennsy Power," is reviewed on page 50, has completed another superb wash drawing of a steam loco, 34x14", this one of Southern 1393. His previous drawings: 4 NYC's, one Pennsy, one SP, one C&O. These prints, suitable for framing, retail at $1.50 each. His address: Box 57, LeRoy, Ohio.

Bad news from Wade Stevenson: he saw Milwaukee Road bi-polar electrics E3-E5, which had been stored for years in Montana, rolling through Othello, Wash., en route to a Seattle scrap yard. Of the bi-polars, originally bought for passenger runs, one unit E1 already had been scrapped; a second unit, E2, went to the Museum of Transport, St. Louis, and the other 3 units probably will have been scrapped before you read this. Ironically, these units went west in an electrically-powered extra train.

"The I.T. Switch List," a double-page sheet, 8½", somewhat like our own Switch List, is issued monthly by D.M. Christensen, Box 122, Columbia, Mo., at 10¢ a copy, $1 a year in U.S., $2 a year in Canada.

"Is there an oldtimer who can tell me anything about my father, Fred G. Gordon, Santa Fe loco fireman, Rio Grand Div., who died in San Marcial, N.M., in 1917?" asks James Gordon, 505-42nd Ave. S., Seattle 18, Wash.

"My specialty is the Pennsy," writes John M. Prophet, 3rd, 55 Meadow St., Buffalo 16, N.Y. "For over 30 years I have been collecting info. on that system, especially its steam and electric motive power. Any time that Railroad Magazine plans to publish PRR material I will be glad to cooperate by checking on it in the light of the data I have accumulated." Thanks for this offer, Mr. Prophet. It is good to know which readers specialize in which subjects.

"We have nine steam engines but only one coach and we need more coaches to begin passenger service," writes Arthur Hamilton, secretary, Puget Sound Ry. Historical Asso., Box 1362, Seattle 2, Wash. "Where can we buy wooden coaches, especially open-enders?" ●

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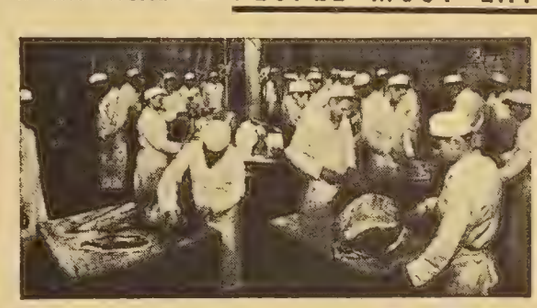

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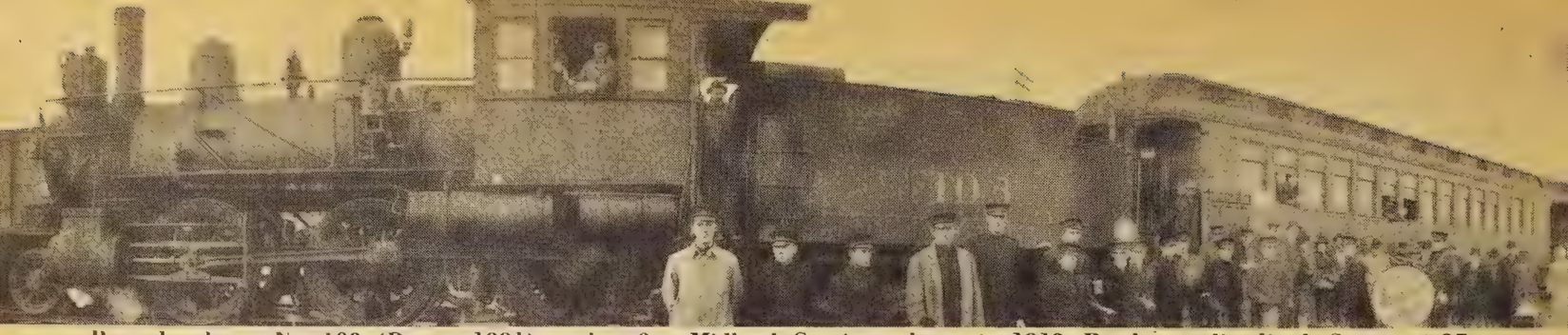

Brass band met No. 103 (Rogers 1891) on her first Midland Continental run in 1913. Road now dieselized. See page 37.
Midland Continental Railroad, Jamestown, N.D.

SWITCH LIST

THESE items are published free and in good faith but without guarantee. Keep within 28 words, including your name and address. Use abbreviations such as *tts.* (timetables), *emp. tts.* (employees timetables, *b&w* (black and white), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* a long time before publication date. As this magazine hits the newsstands, our next department is already closed. Entries for Aug. issue (out June 4) should reach us not later than March 22, stating:

(1) sizes of pix, (2) whether steam, diesel, or what, (3) whether or not a list is available, and (4) condition of books or magazines you offer.

If you want pen pals, state your own special interests so that they will know what to write about.

Write each item plainly (or pen-print or typewrite it) on a postcard or separate sheet of paper—not buried in a letter dealing with other matters. We discard items hard to read. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

JOHN AARDEMA, 223 Slater St., Paterson, N. J., wants pix Madras Indian Ry. 613 or same type, Erie 469, Clinchfield locos below 35, Russian 4-14-4, Austrian 2-6-4, and 2-4-4-OT.

KEN ALLERMANN, 10269 Vernon, Montclair, Calif., seeks orig., dupl. color slides CA&E. Wants address of Henry McCord or anyone who has his CA&E pix.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla., sells 4x5, p.c. size pix LV, RDG, CNJ, L&NE, D&H, DL&W, Pa. shortlines.

BOB ARCHER, 108 Chestnut St., Towanda, Pa., wants action pix, 4x5 or larger, NKP 2-8-4's.

JESS BARBOUR, 1230 Melrose St., Winston-Salem, N.C., wants roster and plans of D&RGW st.-gage steam.

DICK BARRETT, 15 Tennyson Rd., Reading, Mass., will trade B&M emp. tts. 66-69, 70A, and 72 for 77-80.

JOHN BARTH, JR., 54 Poplar St., Closter, N. J., sells any size diesel, elec. pix NYC, LIRR, EL, other.s List 5¢.

STAN BELL, 18 Ridgeway St., Belfast, Ireland, sells Irish rr. tkts. 3000 for $3. List, samples 50¢.

ED BERGMAN, 5824 Frances St., Omaha, Neb., buys p.c. size pix RPO cars.

LOWELL BEESE, 32 E. Congress, Detroit, Mich., sells GTW, CNR action pix, size 8x10 (SSE).

BOB BISHOP, 17760 Lull St., Reseda, Calif., wants plans, info., pix of PRR S1 6100.

STEVE BRADLEY, 126 Ridgewood Rd., West Hill, Ont., Canada, trades CNR tr. orders for CNR tts. with covers prior to '61. Wants pix CNR 4-6-0 1337.

BILL BREIEL, 76 Fruit Hill Dr., Chillicothe, O., wants pix N&W 1208, 1237.

LES BROOMFIELD, 664 Maple Ave., Ardsley, Glenside P.O., Pa., sells size 616 pix steam, diesel, elec. from '32. List, sample 25¢.

FRED BRUHN, 5708B Rhodes Rd., Kent, O., wants pix B&SR and Sandy River Line.

FELIX BRUNOT, 645 E. 54 St., Hialeah, Fla., sells size 3½x5 pix steam, diesel. List, sample 10¢. State rrs.

GERRY BURRIDGE, 220 Maisonneuve Ave., Quebec, Canada, sells CPR, CNR steam and disel pix. (SSE). Wants Canadian steam and elec. negs.

PAUL CABLECK, 2549 California Ave., Dayton, O., sells, trades steam and elec. pix, any size, many rrs. (SSE).

BILL CARRUTHERS, 405 Belsize Dr., Toronto, Ont., Canada, buys, sells, trades sizes 620, 616 steam negs. Canadian, some U.S. rrs. No list.

DON CLERMONT, Box 403, Plattsburgh, N.Y., buys on approval any size pix, slides, negs., RUT steam, diesels, esp. 4-6-2's, 4-6-0's.

VIC CONTE, 1615 W. 6th St., Brooklyn, N.Y., wants pix Birmingham and Kansas City PCC'S.

ROBT. COOKSON, Rte. 3, Newtown, Conn., will buy headlight, No. plate, bldr. plate from Rio Grande 4-6-6-4, also sound recordings of same.

R. F. CORLEY, 490 Albertus Ave., Peterborough, Ont., Canada, wants pix, data, GE gas-elec. cars blt. 1906-'18; 35 mm slides Canadian locos, trains, on approval.

JOHN CRAWFORD, Rte. 3, Petersburg, Ill., wants Ill. Traction System Bull. 98, Elec. Ry. of Ill. Bull. 99, info. on abandoned Ill. lines.

JIM CRIMMINS, Exeter, N.H., sells back issues Railroad Magazine, Trains, some rr. books.

DAVE CROOKS, 309 Ridge Ave., Clarendon Hills, Illinois, will buy switch keys and switch locks.

DOUG CUMMINGS, 8070 Oak St., Vancouver, B.C., Canada, trades, sells size 616 pix, negs., 35mm Kodachrome slides of steam, elec. all N. Amer. roads. List free. Wants Western logging and shortline negs., slides.

L.P. CUMMINGS, JR., 129 Nevin St., Lancaster, Pa., sells picture p.c. of 0-4-0T 4 at E&G Brooke Plant of CF&I.

SHERMAN DANCE, 36 Jackson Ave., Haworth, N.J., will buy any size pix GN 2-8-2 3044.

PAUL DARRELL, 1500 Chanslor Ave., Richmond, Calif., buys, sells, trades loco, car bldr. catalogs, any country, any date.

OWEN DAVIES, 1214 N. LaSalle St., Chicago, Ill., sells wide variety railroadiana; big list 10¢.

HAROLD DAVIDSON, 611 3 St., Austin, Minn., sells rr. calendars, Loco Cyclopedias, tts., annual reports, rr. bks., magazines, pix steam, diesels, U.S., Canada. (SSE)

WALLY DAY, RFD 3, Plattsburgh, N.Y., trades tts. for emp. tts., tts. Wants pen pal inteersted in D&H.

R. G. DESCHENES, 30 Mohawk Rd., Hamilton, Ont., Canada, sells 3½x6, 8x10 CNR, CPR steam pix. List and sample 10¢ coin. Buys good negs of same.

FRANK DIFALCO, 31 Ringgold St., Haverhill, Mass,. sells pix New Eng. diesels. (SSE) Wants negs. B&M BL2's.

J. DIXON, 4458 Dunbar St., Vancouver, B.C., Canada, buys old rr. badges, buttons, esp. British; also U.S. tts., tr. orders.

TOM DRESSLER, 2708 Ritchie St., Portsmouth, O., wants pix of N&W wreck at Sardinia, O.; in 1958.

TERRY DURKIN, 1521 W. Camino Del Rio, San Diego Calif., sells PE switch keys, locks. Trades sw. keys.

C. EKSTROM, Park St., Tilton, N.H., wants rr. maps, tts., emp. tts. State details in first letter.

PETER ERVIN, 233 Blakeney Rd., Catonsville, Md., wants rr. poems for book.

HAROLD ESTUDILLO, 1536 Church St., San Francisco, Calif., sells sizes 616 to 11x14 SP steam pix. Trades size 120 negs. SP, WP, ATSF, UP, diesels, and SF Muni. Steam list, simple 15¢.

C. FEATHER, 442 Salvini Dr., Pittsburgh, Pa., sells Pennsy, B&O engine plates, calendars, CA&E controller handles. Wants NYC "Two Centuries Pass" calendar, Niagra, PRR T-1 items.

J.A. FISHER, 3033 Elm Lane, Racine, Wis., will sell 25 Railroad Record Club recordings, unplayed. (SSE)

R.E. FRANZEN, 5175 Fillmore, Denver, Colo., sells rr. pix, tr. orders, emp. tts., rulebks. (SSE)

Pfc JOHN FRISBIE, HQ Bry., 2MSL, 562 Btry. APO 731, Seattle, Wash., buys any size D&H steam negs.

JOHN GAILEY, 6 State Bank Bldg., Fort Dodge, Iowa, will buy all 1919 issues Railroad Man's Magazine.

PAUL GARBARINO, 88 Oak St., Stoneham, Mass., buys action steam color slides, movies, B&M, New Eng. rrs. Also buys emp. tts., B&M, predecessor rrs.

T.J. GASCOIGNE, R.R. 4, Oshawa, Ont., Canada, wants 35mm color slides LE&N 333, 335, early OR, GRR, LE&N, cars, locos.

TIM GAUTREAUX, 1105 6th St., Morgan City, La., wants pen pals interested in steamboats, calliopes, or steam locos now running.

NORMAN GIDNEY, 2621 E. 29th Ave., Vancouver, B.C., Canada, sells size 616 pix elec. locos, coaches, work equip., right-of-way Skagit Riv. RR. List, sample 15¢.

WM. GORDON, 811 Garson Ave., Rochester, N.Y., will trade or sell trolley bks.: Roch. & Sodys Bay, 80 pages, 150 pix; R., Syra. & East., 190 pages, 340 pix.

JOHN GRABB, 206 Caldwell, Chillicothe, O., buys switch and station locks, keys, esp. Ohio roads.

JIM GRAVES, Box 855, Tukwila, Wash., will sell Railroad Magazine '37-'55, Trains '43-'60. (SSE) Funds received will be used to repair interurban car.

STEVE GRAY, 2105 Guyer St., High Point, N.C., wants pen pal to trade info. Also wants pix of roundhouse interiors. Shays, geared locos.

BOB GREENWALT, 3643 N. Rosemead Blvd., Rosemead, Calif., buys, trades rr. stock, bond certificates.

New Recordings—by Howard Shottenfeld

A "MUST" for whistle fans in LP hi-fi "Reading Steam, Vol. 2," mono $4.95, stereo $5.95, from North Jersey Recordings, P.O. Box 2, Maplewood, N.J. A narrated history of locomotive whistles takes up half of one side, with recorded examples of all types of quills, climaxed by a grand finale of all the whistles blowing together!

The rest of this 12" record is devoted to Reading fantrips behind 4-8-4's 2100 and 2124, sporting both freight and passenger whistles. Its many fine sequences include two lineside industrial steamers. Recording and jacket photos are tops. Side 2's surface on our mono is bumpy in spots, and the disk isn't separated into bands, which are minor faults. North Jersey also has a 7-incher, "The Sound of Steam" ($1), with six well-recorded bands of steam on Pennsy, Rio Grande, UP, Reading, NKP, and Gainesville Midland.

"Sunday Only" is a hi-fi LP stereomonic (stereo playable on mono equipment) released by Mobile Fidelity, P.O. Box 336, Burbank, Calif., $3.98. Its interesting sequences of Burlington & C&S fantrips are spoiled by poor recording, especially whistle sounds. MF has put out some excellent disks but we advise you to save your money on this one.

"Once upon a time," writes Douglas C. Wornom, who made the color-shot used on our Dec. '57 cover, "I bought every railroad sound recording I heard of. Then second-raters began coming out and I became choicer. Among those still making top-quality disks is Alan Sherry, 5445 Netherland Ave., Riverdale 71, N.Y., whose latest release, 'Northern Sunset,' is well up to the standard of his previous 'Extra 1235 East' (N&W) and 'Steam in the Snow' (CPR).

" 'Northern Sunset' is a sharp running account of Canadian National's last days of active steam, featuring Nos. 6167 and 6153 (4-8-4's) and 5107 (4-6-2). It's a 7-incher (11-minutes), a double-faced mono hi-fi, selling at $1.50" ●

Motive power for high-speed Tokaido line now being built in Japan has the biggest locomotive headlight on record, shown here. Also in Japan, five years of engineering work have resulted in the completion of Hokuriku Railway's 8-mile tunnel, fifth longest in the world, connecting the port of Tsuruga with Imajo. To mark its opening, the Japanese Post office has recently issued a beautiful eight-yen stamp.
Japan National Tourist Association, 45 Rockefeller Plaza, New York City.

PRENTICE GUDGEN, JR., 417 W. Adams, Pittsburg, Kan., wants Colo. and Kan. rr. items, except paper work.

E.J. HALEY, 33 Foster St., Newark, N.J., will sell Railroad Magazine '29-present, Mdl. RRer, RMC, Trains, etc. (SSE)

GRAHAME HARDY, Box 622, Carson City, Nev., buys, sells much railroadiana. Big list 10¢.

DICK HARRELL, 467 Lloyd St., Barberton, O., will sell or trade complete Trains collec. for Ry. Loco. & Cars, Ry. Age, Modern RRs (SSE)

R. HUNELING, 1207 Watervliet, Dayton, O., will sell group of 1000 passes from 125 roads. (SSE)

STAN JACKOWSKI, 1500 Arrowana Ave., Tampa, Fla., wants any size pix DM&IR 2-8-8-4's.

GEO. JANES, 2235 35th Ave., San Francisco, Calif., sells sets of 15 b&w postcards Indiana RR. cars.

TOM JARRETT, 201 Snow Hill Ave., Dayton, O., wants anything from CH&D; any size pix or negs., bldr. plates, tts., lights, etc.

BOB JONES, 131 Kendallway, Covina, Calif., buys trades kerosene rr. lanterns, marker lights, switch lights. Trades cast brass rr. locks. Welcomes visits by fans.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., has large supply back issues Railroad Magazine, Trains, R&LHS Bulls., model mags., for sale. (SSE) Buys mag. collections, good cond.

HARRY KELSO, Box 42, Pittsburg, Kan., buys, sells sw. keys, old passes, bldr. plates.

G.M. KIDDER, R.D.1, Acton, Mass., will sell 2 lanterns, 1 signal lamp, steam pix. (SSE)

CHAS. KNOLL, 120 Coolidge, Spencerport, N.Y., wants 35mm color slides NYC jade-green pass, locos. Describle angle, etc.

PETER KOCAN, 35-40 83 St., Jackson Hts., N.Y., will trade 7/33, 9/33, 10/33 for or buy 1/30, 4/30, 1/32, 8/33, 10/38 issues of Railroad magazine.

ERNEST KONOPKA, 614 W. Shaft Rd., North Adams, Mass., will buy 5- and 6-chime steam loco whistles.

AL KOVACS, Mt. Horeb, Warren, Plainfield, N.J., wants pix RDG 2-8-0 2000-2049, 2-8-8-2 1800-1805, 2-8-8-2 1811-1820, 2-10-2 3000-3020, 4-4-2 350-353.

AL KRUEGER, 1813 Ashland St., Oshkosh, Wis., wants diesel color slides and teen-age pen pals.

JOHN LA RUE, JR., Oakwood Dr., Medford, N.J., buys, sells, trades pix sizes 620, 120, 616, 135 of work equip. of various roads. List 25¢.

C. LECOMPTE, (Rutland operator). Owrell, Vt., sells express, rr., telegraph forms, letterheads, rr. mags., tr. orders, waybills, good cond., 1865 on.

D.A. LEWIS, 101 Blacon Ave., Chester, England, wants rr. buttons from all countries.

RONALD LEWIS, 20927 Amie Ave., Torrance, Calif., trades negs. MTA, LAMTA, Conn. Co. for MTA, New Eng. trolleys.

SP/4 SIDNEY LEWIS, U.S. 52517938, 559th MP Co., Ft. Monroe, Va., wants "PRR Locomotives" published about '52, best cond.

BILL LINLEY, 30 Altair Ave., Ottawa, Ont., Canada, sells various size steam, diesel, elec. pix on approval. Trades 35mm color slides New Eng., Canadian diesels.

ELVIN LIQUE, 917 N. 3rd Ave., Wausau, Wis., will buy 35mm color slides CGW time frts.

FRANK LITZENBURG, 1807 Albert Dr., Silver Spring Md., wants 35mm negs. B&O diesels, esp. FT's, F3's.

BURT LORING, Rt. 5, Brainerd, Minn., sells rr books, mags., NP loco scrap list, roster, steam pix.

GRAHAM MacDONALD (age 18, university student), 14 Avalon Rd., Orpington, Kent, England, wants pen pal interested in model railroading or stamp collecting.

LARRY MADOLE, 716 Sandra Ave., West Islip, N.Y., buys, sells, rr. books, mags.; list free.

WARREN MARCUS, 1130 4th St., San Rafael, Calif., buys any size negs. or pix NWP steam, trains, elecs.

HERB MASON, 1402 Wende Rd., Victoria, B.C., Canada, will buy size 616-116 pix CPR Class D 4-6-0's, Nos. 417 to 1111. State if live or dead.

BARRY MAYER, 10228 Edgewood Ave., Silver Spring, Md., sells all sizes diesel pix, major rrs. (SSE)

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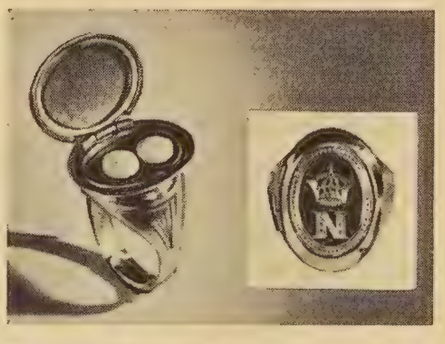
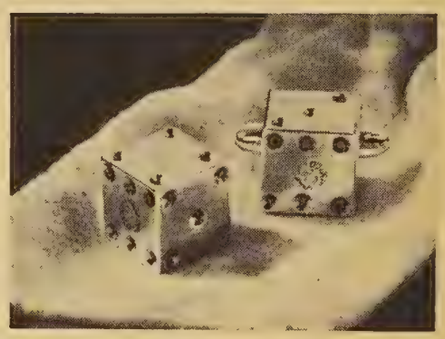


NAPOLEON PILL RING is a copy of one worn by France's famous emperor, and it's perfect for saccharin, aspirin, any pills you have to carry—and with the regal Napoleonic crest, it's handsome in its own right. Top opens at the touch; 14K gold-plated adjustable ring fits man or woman. $7.95. Park Galleries, 103 Park Ave., N.Y. 17.

MONOGRAMMED MONEY BELT holds currency in the "secret," zippered, inner pocket. Conservatively fashioned. It's 1¼" wide with buckle sporting 2 or 3 initials. In brown cowhide with gold-plated buckle or black with silvery rhodium buckle. Sizes 28-44, $2.69 plus 31¢ pstg. Scott Mitchell, Dept. AR12, 415 S. Broadway, Yonkers, N.Y.

JETROD Flame Gun, a really efficient flame thrower, kills weeds in summer, melts ice on steps and pavements in winter. Filled with 1¾ pints of kerosene, it gives almost 30 minutes continuous use, with a heat equal to 16 kilowatts. Weighs under 5 lbs., use with one hand. $34.95 ppd. John Surrey Dept.AMG, 1152 Sixth Ave., N.Y. 36.



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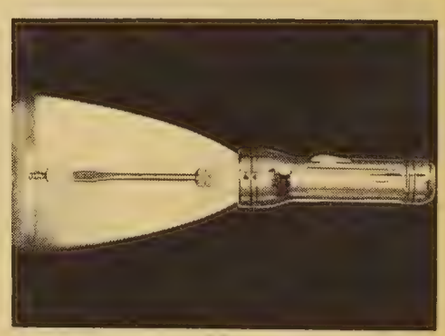
SILVER PERFUME BOTTLE and tiny funnel make a useful and rare gift for your favorite girl. Imported, and with the exquisite hand scrollwork of Spanish silversmiths, they look far more expensive than they are. Purse-size bottle stands 2¼", funnel a neat 1½". Gift-boxed. Impressive for $4.95 ppd. Paris Imports, 887 Second Ave., N.Y. 17.



FLASHLIGHT SCREWDRIVER is the handiest tool you've seen in a long time. A neat combination flashlight with chuck on end into which 4 of its screwdriver attachments fit for efficient, illuminated use. 2 regular; 2 Phillips. Folds into plastic case. $1.95 Ask for free catalog. Adriane, 2-200 Finch Merchandise Mart Park Sq., St. Paul, Minn.

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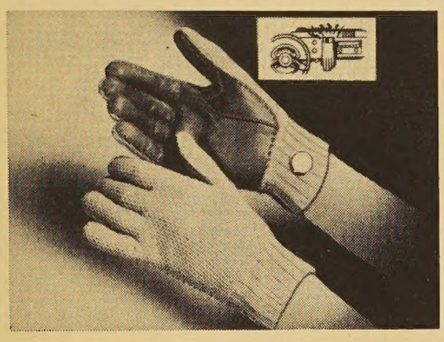

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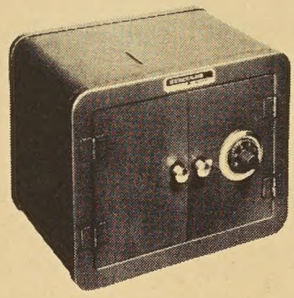

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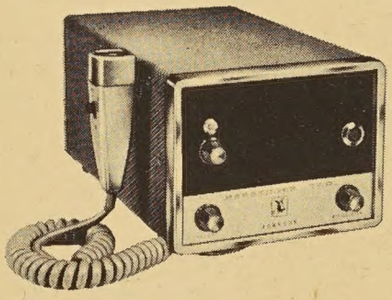
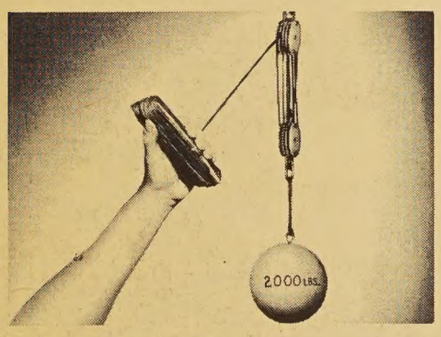
MONOGRAMMED BEER GOBLETS—Heidelberg goblets have hollow stems, each holds a full bottle of beer (15 oz.). Glass is highly fire-polished, Old English monogram is hand-cut by artisans. Specify initial. 4 goblets, $2.95 plus 50¢; 2 sets, $5.75 plus $1 postage and handling. From Empire, Dept. AMG, 140 Marbledale Rd.,Tuckahoe, N.Y.



"MESSENGER TWO" is a complete 10-tube, including rectifier, crystal-controlled transceiver for use on Citizens Band. Licenses are issued to citizens 18 years or older by F.C.C., and are readily available upon application by using forms supplied with unit. Available at $169.95. For detailed information, write E. F. Johnson Company, Waseca, Minnesota.



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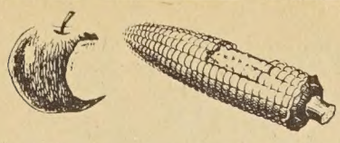

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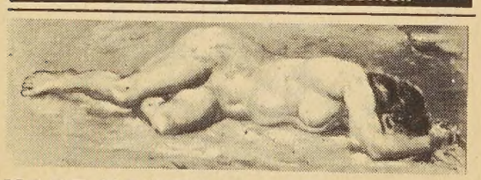

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RAY McMURDO, 755 Main St., Waltham, Mass., will sell "Trolley Sparks." (SSE)

ED METZ, 1162 Lynda Lane, Warminster, Pa., buys LNE and O&W train orders. Send list of stations you will sell. He sells 150 tr. orders $1.

N.C. MILLER, JR., 1212 Stickney Point Rd., Sarasota, Fla., makes original oils, water colors, pencil drawigns of steam locos, other rr. subjects. (SSE) (Ed: his drawings are very good).

SINICHI MIYAZAKI, Ohno, Inabacho, Inabagun, Gifuken, Japan, sells 35mm color slides Japanese rrs., esp. MU, DC, EL.

ED MORAN, 3300 Netherland Ave., Bronx, N.Y., sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC.

BILL MORGAN, AA, 661-92-87, Bks. 403, NAS, Patuxent River, Md., buys 3½x5 pix ACL diesels 317, 417, 1503, 1504. Wants info. on Columbia, Newberry & Laurens (Fla.) logging rrs.

I.W. MUIR, 443 Alpha St. W., Owen Sound, Ont., Canada, buys orig. negs. rr. circuses, esp. Ringling-Barnum.

A/1C CARL MUNCK, Bldg. 143, Camp Kilmer, Edison, N.J., sells size p.c. 616, pix D&H, B&O, B&M, CNJ, other Eastern roads. (SSE)

RAYMOND E. MURDO, where do you live? asks Fred Stoes, 1601 Harper St., Santa Cruz, Calif. He sent pix to Waltham, Mass., but says letter was returned as "Not known here."

LEVI NELSON, Box 663, Columbia Falls, Mont., wants info. on brother Nels, age 82 if living, ex-CPR brakeman, last heard from at Caspar, Wyo., before '18.

AMOS NICKEL, ex O&K railroader, believed to have lived at Cannel City, Ky., write to Wayne Nickel, 929 Cedar, Lewiston, Idaho.

MARVIN NIELSEN, 620 Chamberlain, Rice Lake, Wis., sells 35mm color slides DM&IR 2-10-2 514 on last steam run 9/62.

HAROLD OLSEN, 921 Essex Ave., Linden, N.J., buys 5x7 TCRT pix. Will sell 61 issues Trains 5/51-3/58, fair cond.

NORMAN ORFALL (ex-brakeman, Magma Ariz.), 421 W. 6th Pl., Mesa, Ariz., sells emp. tts., disp. sheets., Off Guides, rulebks., steam pix MA, SW Lbr,. other railroadiana. Wants SW rr. items.

Col. N.M. PAULSON, 2652 N. McVicker Ave., Chicago, Ill., sells 8x10 b&w and color photos North Shore, etc.; also movies. Sends on approval.

O.G. PECTAL, 281 Beckley Rd., Berlin, Conn., sells old railroad timetables. (SSE)

PAUL PIETRAK, 39 Valley Circle Lane, Hamburg, N.Y., wants to hear from fans interested in Buffalo & Susquehanna RR.

AL POMMER, 898 Hyde Pk. Ave., Hyde Pk., Mass., will buy side roll sign with box from JTC 350 series car or trade for MTA item.

DON PRIMI, 137 Baker Hill Rd., Great Neck, N.Y., sells 8x10 loco photos, many roads, also orig. watercolor paintings, steam, diesel. List free.

DAVE READ, 1709 4th Ave. S., Columbus, Miss., sells Off. Guides, Equip. Registers, other railroadiana. (SSE)

WALT REDMAN, 8906 Piedmont Ave., Detroit, Mich., sells 35mm color slides Alaska steam locos, back issues Railroad Magazine, Trains, MKT, C&NW histories, Off. Guides.

ARNOLD IRVINE REID, Defensa 665, Buenos Aires, Argentina, sells color slides trolleys of Argentina and Chile. Details for international postal reply coupon.

DAVE REPETSKY, 3430 Tyler NE., Minneapolis, Minn., sells negs., slides DM&IR, D&NE steam. List 25¢. Wants "Black Diamond," "High Yaller" slides.

LEROY RICE, Rte 1, Monticello, Minn., wants pix, and info. on VGN and ATSF 2-10-2's.

CARROLL RIFF, 840 Fennell Ave. E., Hamilton, Ont., Canada, wants any size pix Quebec Central steam and equip.

LARRY RISHARDSON, 2150 S. Pearl, Denver, Colo., will sell Railroad Magazine '32-'56.

JEFF ROBBINS, 1251 S. Point View St., Los Angeles, Calif., trades PE, LATL, MCL, CTC, KCPS transfers, tts., maps for those of other elec. lines.

LEN ROBERTSON, Box 395, Harrington, Wash., buys, trades for SI railrodiana or any sixe pix or info.

MORT ROSEN, 32 Washington, Oak Park, Ill., buys, trades 8mm b&w, color action movies New Eng. or Southern rrs., steam.

DON ROSS, 333 Margaret Dr., Creve Coeur, Ill., sells various size steam, elec. pix. Sells, trades various size negs. of same.

GARY ROSTAD, 16 Portland Ave., Winnipeg, Man., Canada, wants words to "Hobo's Meditation," presumably written by Jimmie Rodgers.

G. RUCH, 3834 W. 105 St., Chicago, Ill., wants diesel bldrs. plates, bells, horns.

JOE SAITTA, 114-40 209th St., Cambria Heights, N.Y., sells or trades orig. 35mm Kodachromes of U.S. elecs.

HARRY SAKRISON, 589 Michigan St., St. Paul, Minn., will sell or trade Railroad Magazine '36-'56 except '55, good cond.

DICK SAMUELS, 825 23 St., Milwaukie, Ore., sells sw. locks, keys, or will trade for recent edition of Locomotive Cyclopedia. (SSE)

KEN SAYERS, 25-71 23rd St., Astoria, N.Y., wants any size pix CNR 7434.

JOHANN SCHAPELWEIN, (engineman, Austrian Federal Rys.), Goldschlagstr. 58/25, Vienna X/101, Austria, wants to form Railway World Correspondence Club.

R.E. SCHOLES, 23 Storrs Ave., Braintree, Mass., wants info., pix, maps of old Quincy RR at West Quincy, Mass.

JIM SCOTT, R.F.D., Dennysville, Maine, wants any info. on old Fitchburg RR., incl. details of train snowbound for nearly week, around 1900.

JOHN SCOTT, 3716 Rosebrook Court, Concord, Calif., will sell Pyle National headlight from SP steam loco, 12" dia. loco bell.

BOB SEMICHY, 246 Garden Hill Dr., Los Gatos, Calif., wants 9/41, 1/41, 11/41, 12/41, 1/42, 3/42, 6/42 Train magazine.

A.R. SHADE, JR., 9831 Aldridge Dr., Columbia Sta., O., will sell 7" tape recordings of shortline steam in '62.

DICK SHORT, 303 S. 4th St., Philadelphia, Pa., sells, trades size 616 negs., 35mm color slides, Eastern trolleys, steam, diesel. Sells annual reports.

TOM SMART, 116 Gibson Rd., Louisville, Ky., sells boxes of 20 misc. 35mm Kodachrome rr. slides, $2 box.

ART SPELTZ, 505 Albert Lea St., Albert Lea, Minn., trades pix CRI&P, C&NW, M&SL, MILW, CGW diesels, cabooses or trains for good negs. GM&O, SLSF, KCS diesels, pass. cars, trains.

JOE STAUBER, 709 W. Arnold St., you forgot to mention which city you live in.

R.W. TESCH, 832 N. Greenwood Ave., Park Ridge, Ill., will sell collection of elec, ry. railroadiana and camera equip. or trade for Elec. Ry. Journal, Brill Mags.

AL THOMAS, 15 Oxford St., Winchester, Mass., buys any size pix, negs., info. on Evans Auto Rail busses, trucks, locos.

PAUL THOMPSON, Box 1804, Prescott, Ariz., buys sells, trades train orders, any rr. Buys ATSF emp. tts., any div.

E.L. TOMBERLIN, Box 784, Salina, Kan., sells 1906 tts. D&RG, NP, SP, UP, CB&Q, C&NW, KCS, C&S, SPLA&SL, WP&R, Mex. Cent. (SSE)

DICK TREGENNA, 3647 Randolph Rd., Cleveland Heights, O., wants any size pix Memphis, Nashville, Richmond, Norfolk trolleys taken in '30's and '40's.

GREGG TURNER, Upper Bartlett Rd., Quaker Hill, Conn., desires CV historical data, pix, rosters.

BILL WARDEN, 1216 Shamrock Lane, Waynesboro, Va., sells steam, diesel action pix, all sizes, N&W, B&O, PRR, VBR, BC&G, etc. List, sample 15¢. (Ed: Bill wrote lead feature article in our Aug. '62 issue).

BOB WARREN, 2157 Capri Drive, Clearwater, Fla., wants any size B&M pix and 35mm color slides, esp. at Boston.

OTTO WEISS, 32-52 34th St., Long Island City, N.Y., sells all size rr. pix or trades for pix of n.g. coal-mine rrs. (SSE)

TOM WELLMAN, Williamson, W. Va., sells 8x10 N&W steam locomotive photos.

CHAS. WHETMATH, 41 Manor Rd., Teddington, Middlesex, England, sells rr. books, incl. "Bodman & Wadebridge Ry." (story of one of England's earliest rys.), $1.50 postpaid.

DENNIS WOZNICZKA, 1804 LaPorte Ave., Whiting, Ind., wants pen pals interested in collecting tts. or Class 1 roads.

Model Trading Post

L.M. BREESE, 79 10th Ave., Carbondale, Pa., sells desk-size models of early D&H loco Stourbridge Lion, gold-plated.

RAY CAESAR, 1818 Mills Ave., North Muskegon, Mich., will sell back issues RMC, Toy Trains; sells O gauge model trs. (SSE)

GARY DAVIDSON (age 12), 11309 W. 54th St., Shawnee, Kan., wants info. on how to build model rr. Model fans around his age, please write.

L.H. GEDGE, 3007 Carlton Rd., Shaker Hts., O., wants Ken Kidder O gage body Cleveland Ry. 4000 class. Also ERHS Bull. 6.

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J., will sell Lionel std.-gage 122 station, 80 signal, two 223 switchers, two 20 crossings, mint cond.

E. J. HALEY, 33 Foster St., Newark, N.J., has lot of Lionel cars and locos, O gage, to swap for AF items.

JIM HOGAN, 3500 Norris Pl., Alexandria, Va., wants HO trolley modelers to collaborate with him in buying DCT decals.

G.M. KIDDER, R. D. 1, Acton, Mass., will sell HO gage equip.

PAUL PIETRAK, 39 Valley Circle Lane, Hamburg, N.Y., wants used HO gage Climax loco.

G.R. POOT, Box 269, Lake City, Minn., buys amusement park type steam locos, cars, and rail, any age or cond.

DAVE ROSS, c/o Ed Ross, 42nd and Dewey, Omaha, Neb., will buy Mantua Sharknose A, B units, any cond.

DICK SAMUELS, 825 23 St., Milwaukie, Ore., will buy finished 1½" scale live steamer 0-4-0, 0-6-0, 4-4-2. ●

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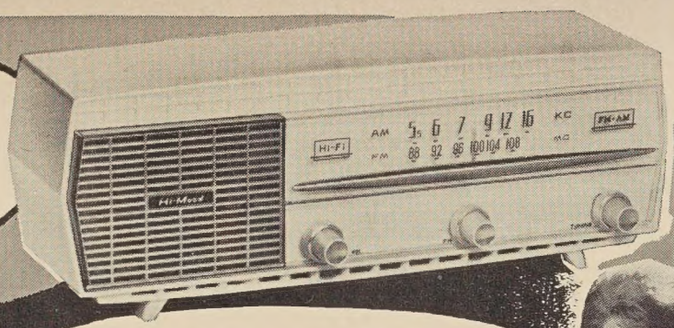

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